

NATIONAL FISHERMAN

AUGUST
1955

Formerly **ATLANTIC FISHERMAN**

6 Months in Ocean Waters!

HURRICANE "CAROL"

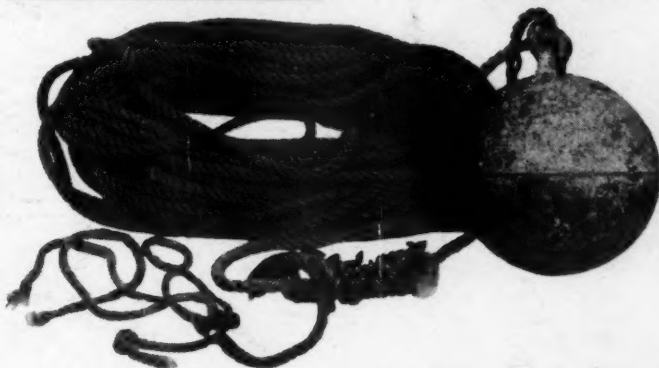
(August 31, 1954) carried Capt. Renkins' pot, warp and buoy 25 miles! Dragged to the surface on February 21, 1955 — after 6 months of total immersion — pot and 6' dobber line (of another brand) were laden with barnacles and growth. Columbian warp was entirely free of both . . . and, by laboratory test, retained 1134 lbs. of an original breaking strength of 1250 lbs.!

READ this testimonial volunteered by Captain William Renkins, Jr., skipper of fishing boat "Ruth R." out of Montauk, L. I.



HARRY BURDEN, who sold Columbian Pot Warp to Captain Renkins, helps repair net as Captain Renkins looks on.

...and not a single barnacle
or "rot-spot" on this
COLUMBIAN POT WARP!



Last summer I bought $\frac{3}{8}$ " diameter Columbian Copperized Manila Pot Warp from Harry Burden, of East End Supply Company in Greenport, L. I.

I put this into service in July and worked it until hurricane "Carol" hit at the end of August. At that time I lost about half of my gear. Before that I had hauled the pots several times and found an absolute lack of growth.

One of my pots was picked up last February . . . about 25 miles from where I put it down. The Columbian warp had resisted growth all this time, although the gear itself was heavily loaded.

I can positively say, from this and past experience, that Columbian Pot Warp is the best I've ever seen.

(signed) Captain William Renkins, Jr.
Montauk, Long Island.

COLUMBIAN ROPE COMPANY, Auburn "The Cordage City", N.Y.



The Engineer's Report

CASE HISTORY

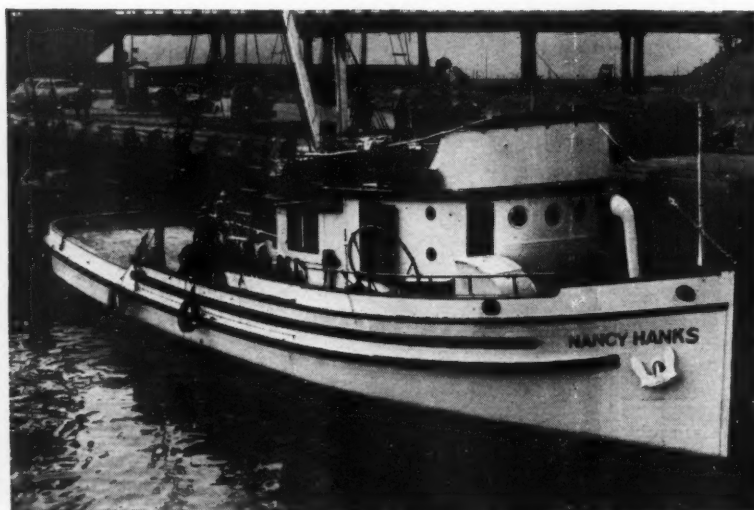
RPM Delo Oils

PRODUCT

M.V. Nancy Hanks,
San Pedro, Calif.

FIRM

Special oil ends ring trouble and oil burning!



BEFORE USING RPM DELO LUBRICATING OIL, Jim and Matt Martin had trouble with loss of compression, hard starting and excessive oil consumption in the M.V. Nancy Hanks 180 h.p. Atlas diesel. Overhaul in 1950 showed competitive oil caused hard carbon deposits in ring grooves and on other parts. Run exclusively on RPM DELO Lubricating Oil since overhaul, they have had no further trouble. "RPM DELO" keeps rings clean and reduces wear; oil consumption still is normal and compression remains up to factory standards. Engine is in top condition in spite of year-round hard work.

REMARKS: RPM DELO Marine Oil works to develop the highest efficiency in all diesel engines. Oil is well adapted for marine operation; stops bearing corrosion and foaming in wet and dry sump engines.

FOR MORE INFORMATION about RPM DELO Marine Lubricating Oil or other petroleum products, or the name of your nearest distributor, write or call any of the companies listed below.



TRADEMARK "RPM DELO" REG. U. S. PAT. OFF.

"WE HAVEN'T TAKEN UP ONE BEARING in the five years we've used RPM DELO Lubricating Oil," says Chief Engineer Jim Martin (above, left). "And in this time we haven't been bothered with any kind of piston trouble." The Nancy Hanks works off the Southern California coast as a purse seiner; operates 12 months of the year.

How RPM DELO Oils keep engines clean and prevent wear



- A. Contain special additives that provide metal-adhesion qualities...protect parts whether hot or cold, running or idle.
- B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean...helps prevent piston scuffing.
- C. Special compounds stop corrosion of any bearing metal and foaming in crankcase.

STANDARD OIL COMPANY OF CALIFORNIA, San Francisco 20 • STANDARD OIL COMPANY OF TEXAS, El Paso
THE CALIFORNIA OIL COMPANY, Perth Amboy, New Jersey • THE CALIFORNIA COMPANY, Denver 1, Colorado

Only the longest, strongest fibres go into Adams' twine

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in Newport, Oregon

A. D'Acquisto & Sons
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Coast Equipment Co.
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Marine Supply Co., Inc.
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Supply Co.
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Take two pieces of netting. Both may look exactly alike. But when each is tested by a huge fish load, one might rip or fray without warning.

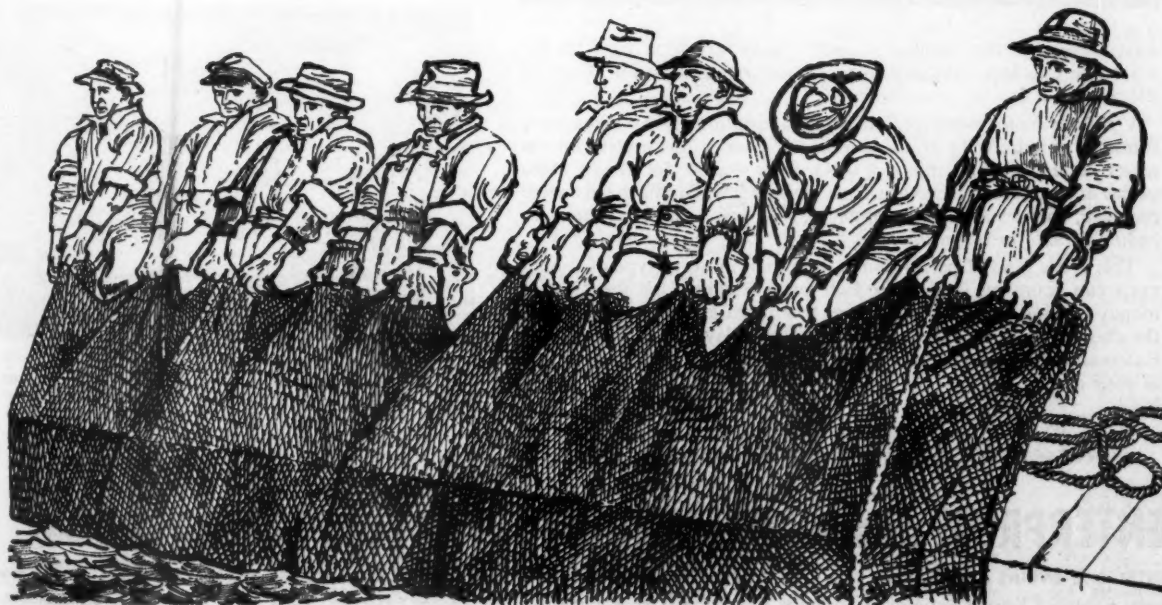
When you use Adams' netting, this risk is reduced almost to zero. Before even one fibre is spun into twine, only the longest, strongest strands are selected. And all waste is removed. Then when the twine is woven into netting, every mesh is checked for 100% uniformity of size and shape.

What does this mean to you? It means that you get full strength from every fibre, from every mesh. It means that your Adams' net lasts longer, gives you more profit per dollar. So make your next netting order, Adams' Best.



Adams Net and Twine Division THE LINEN THREAD COMPANY, Inc.

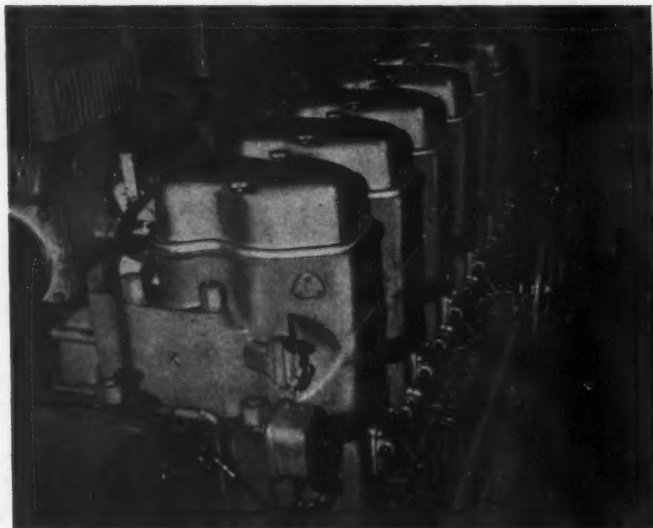
701 North 2nd Street, St. Louis, Missouri



The 110 foot M/V "Vilanova" joined the Gloucester fishing fleet in 1952. Her Enterprise DMG-6 Diesel, rated 400 HP at 400 RPM, is equipped with sailing clutch and front end power take-off for winch drive.



Vilanova logs 18,000 hours in 30 months —not a cent for repairs on her Enterprise!



Last December the durable dragger "Vilanova" took time off for a routine checkup—the first for her 400 HP Enterprise Diesel in 2½ years.

Cylinder heads were pulled for examination, and valves were found to require only minor grinding. Cylinder liners were micrometer tested, showed minor (.004) wear—good for many more years. Except for the new gaskets installed when the heads were replaced, there has been *no money spent for parts or repairs, no engine trouble or downtime.*

This is the kind of performance fishermen in every type of fishing craft can count on from their Enterprise Engines. It's the kind of money-making service *you* will get when you switch to Enterprise, the choice of power experts. Get the facts today by writing to us at Enterprise, or by contacting the Enterprise marine diesel engineer in your area.

Low lube oil, fuel consumption, cut "Vilanova" operating costs. Her Enterprise Diesel runs 'round the clock, averages over 14,000 BHP hours per gallon of lube oil! Fuel consumption at 20 GPH is also low, as this includes, in addition to engine operation, all fuel for auxiliary generating unit, galley stove, and the ship's heating system.



An Enterprise six cylinder Diesel provides the "Vilanova" with completely dependable, trouble-free propulsion power on trips to the Grand Banks that average 18 days.

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THE SWITCH IS TO ENTERPRISE
CHOICE OF POWER EXPERTS



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NATIONAL FISHERMAN

Formerly ATLANTIC FISHERMAN

Serving the Commercial Fishing Industry of the United States

National Fish Week Will Promote Fish Sales

A "National Fish Week", believed to be the first industry-wide promotion of its kind, is scheduled for October 3 to 8. Resolutions authorizing and requesting the President of the United States to issue a proclamation for the event, have been introduced in both branches of Congress.

Early this month, a meeting in New York sponsored by the National Fisheries Institute, approved a National Fish Week symbol and the theme "Join the Fish Parade", as well as a merchandising program.

The group that met represented a majority of the segments of the fishing industry, and the following Committee was appointed to handle the details: Harry A. Trimm, Jr., General Foods Corp., chairman; George Steele, National Cannery Association; Richard E. Reed, Maine Sardine Industry; Henry Goodrich, New England Fish Co.; Valgard Olafsson, Iceland Products, Inc.; Paul Jacobs, Gorton-Pew Fisheries Co., Ltd.

An aggressive national publicity campaign will be carried out through the cooperation of the National Fisheries Institute, Maine Sardine Industry, and the Shrimp Association of the Americas, as well as firms having individual publicity programs. This will include publicity releases to the press, radio, television, newspapers and other publications that reach the housewife, as well as hotels, restaurants and institutions. Plans call for having the campaign launched with publicity stemming from public officials in Washington.

It is expected that other organizations identified with the production, processing and distribution of fishery

products will join in the program. Many individual firms are planning to key their promotions to National Fish Week.

With the wholehearted support of the industry, this year's Fish Week can be the beginning of one of the most significant coordinated programs in the history of the fisheries. It will provide a most effective method of making the public more fish conscious, and should be an annual event.

Francis W. Taylor, president of National Fisheries Institute, says the Fish Week offers a big opportunity for all divisions of the fishing industry to participate in a united promotion to increase the consumption of fishery products.

Other spokesmen for the industry have stated that the campaign will be valuable in reminding the public of seafood's nutritional qualities, variety and economy, at a time of year when inventories usually are heaviest.

The impact of such a campaign can produce far reaching results that will benefit everyone associated with the fisheries. Not only will it stimulate immediate sales, but it will help induce more people to eat fish regularly, particularly in inland areas where per capita consumption is low.

Many other industries have special "weeks" for promoting their products, which have been very successful. The fishing industry should take full advantage of National Fish Week for focusing nation-wide attention on the products of the sea.

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P. G. LAMSON
President

GARDNER LAMSON
Publisher and Editor

A. E. BROWN
Managing Editor



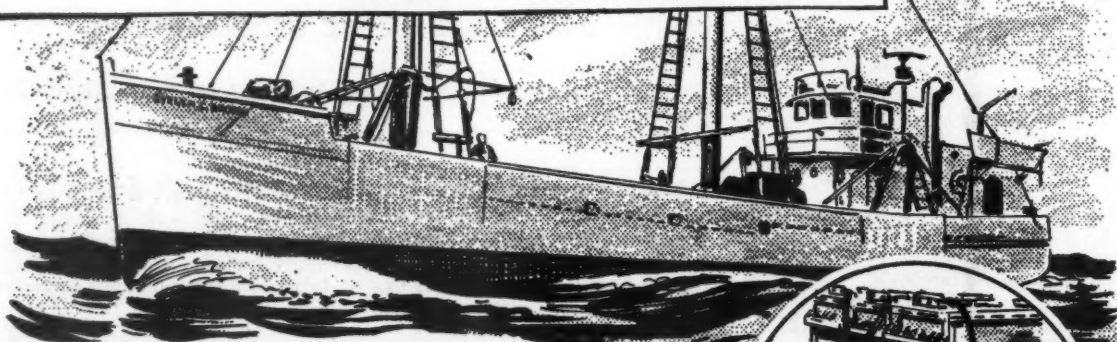
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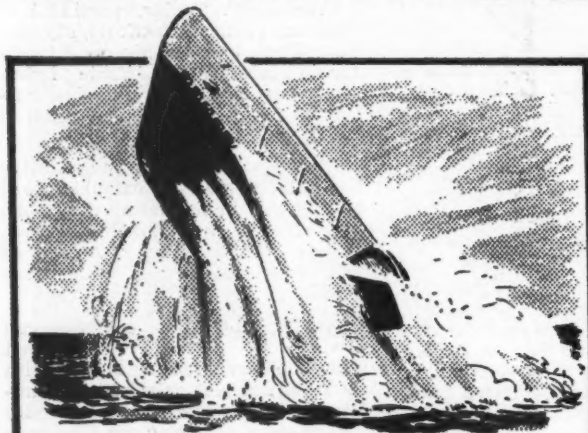
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EXIDE-IRONCLADS! THE EVELYN C. BROWN WAS DESIGNED TO INCLUDE THE LATEST IMPROVEMENTS FOR SAFE AND EFFICIENT FISHING, TWO BANKS OF EXIDE-IRONCLADS HELP SUPPLY ALL LIGHTS, PUMPING MOTORS AND NAVIGATIONAL ELECTRONIC EQUIPMENT. WHY EXIDES? BECAUSE OF THEIR PROVED RECORD TO BE THE BEST MARINE BATTERY BUY - **AT ANY PRICE!**



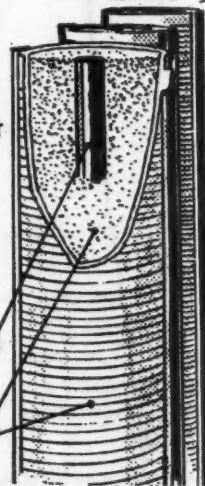
EXIDES HAVE WHAT IT TAKES FOR THE **TOUGHEST JOBS**

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Exide INDUSTRIAL DIVISION, The Electric Storage Battery Company, Philadelphia 2, Pa.

"Fishin's My Business"

*states Maurice Clattenburg
of the Boat "Two Brothers"
out of New Bedford*

"and I haven't got time to start mess-
ing with engines . . . repairing them.

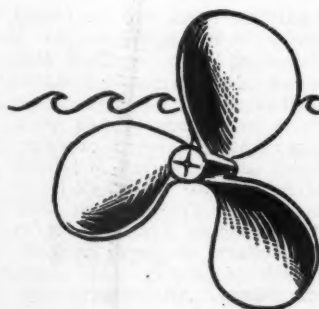
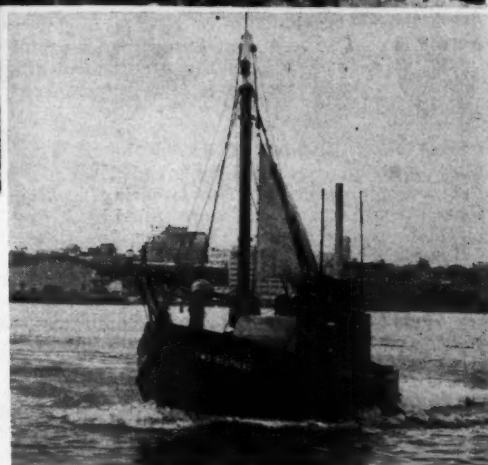
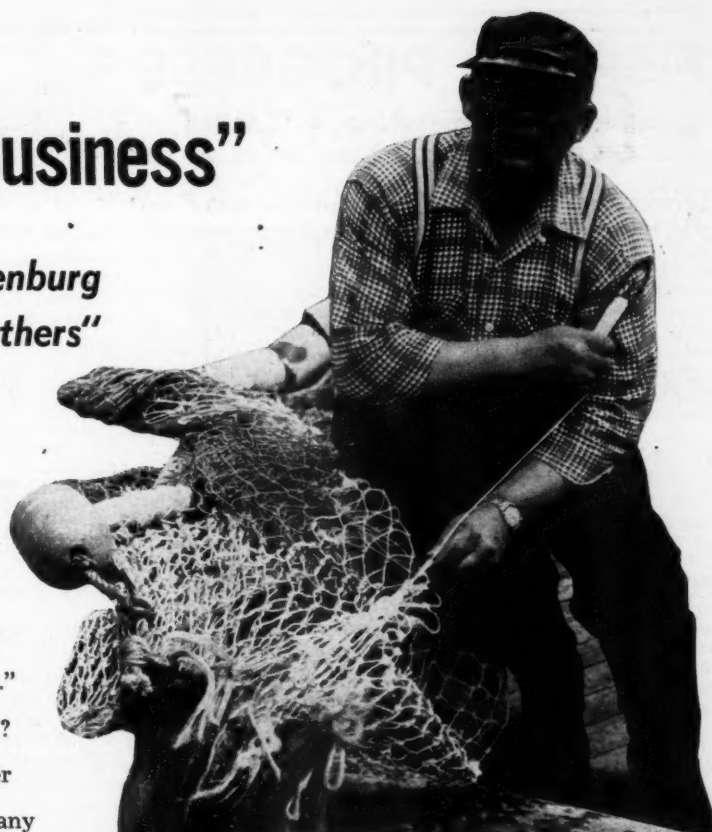
That's what I like about my Cat
D13000 Engine. I just give it a little
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FISHERY PROGRESS

Economic • Legislative • Technical

Subsidies for fishing vessel construction under certain conditions would be provided in a bill introduced July 11 by Congressman King of California. If same principles which presently are applied to merchant marine vessels engaged in international trade would apply to fishing vessels, subsidies or grants up to 50 percent of construction costs could be given by Maritime Administration.

The bill reads: "... That title V of the Merchant Marine Act, 1936, as amended, is amended by adding at the end thereof a new section as follows:

"Sec. 512 (a) Any qualified fisherman who is a citizen of the United States, or any corporation of the United States engaged in fishing, may make application to the Federal Maritime Board for construction-differential subsidy to aid in the construction of a new fishing vessel or vessels.

"(b) No such application shall be approved by the Board until it determines (1) that the applicant will aid in the development of the fishery trade and will declare his or its readiness, respectively, to use the vessel or vessels for either intensified fish food supplies or for military or naval purposes in time of war or National Emergency; (2) that the applicant possesses the ability, experience and other qualifications necessary to enable it to operate and maintain the proposed new vessel or vessels; and (3) that the granting of the aid applied for is reasonably calculated to replace worn out or obsolete tonnage with a new or modern vessel or vessels.

"(c) No subsidy shall be awarded pursuant to this section if the applicant does not show sufficiently that the fish or fishery products he or it is producing or intends to produce suffer from foreign competition and that the subsidy is needed to keep the American fishing fleet in such status of efficiency as is necessary to meet the foreign competition."

Breaded shrimp standards will be developed as result of agreement reached by breaded shrimp producers at three recent meetings. The gatherings at Miami Beach, Houston, and Los Angeles, were called by J. Roy Duggan, chairman of the National Fisheries Institute's Breaded Shrimp Committee.

At each meeting producers agreed to need for improvements in marketing practices; discussed the several problems connected with application of standards; and unanimously agreed to cooperate in developing tentative standards for grading breaded shrimp.

Great Lakes fishery laboratory would be established under bill introduced July 30 by Senator Potter. His measure directs Secretary of Interior to establish the laboratory, under Fish and Wildlife Service. The legislation has been referred to Committee on Interstate and Foreign Commerce.

Interior Department supplemental funds for fiscal year 1956, as provided in H. R. 7278, have been approved by House and Senate. The legislation provides additional appropriations for Fish and Wildlife Service as follows: \$730,000 for fisheries research under International Convention for High Seas Fisheries of North Pacific Ocean; \$750,000 for construction, of which \$455,000 shall be available for fish-cultural facilities below Norfolk Dam, Ark., and \$6,000 for an auxiliary spillway on James River at Dakota Lake National Wildlife Refuge in North Dakota; the remainder for construction of a headquarters building at Pascagoula, Miss., for exploratory fishing and gear development, and repair of hurricane damage at the Woods Hole biological station in Massachusetts.

Spring shrimp pack finished at about same level as last year. For week ending July 2, output totaled 31,145 cases, against 12,055 year ago. This raised production since April 15 to 254,621 cases, compared with 248,440 in 1954.

Extra supply produced during last few weeks of season was badly needed to take care of Summer requirements and to rebuild abnormally low stocks of canners. Recent shrimp production has been mostly in Medium and Large sizes. Popular Small shrimp will be scarce.

Funds for international fishery commissions for fiscal year 1956 total \$455,000, as compared to \$325,000 for previous year. Major gains were in allocation for International Pacific Halibut Commission, \$94,110, compared to \$49,750; and Inter-American Tropical Tuna Commission, \$197,290, against \$115,445.

Second quarter fish stick output continued high, with total of 17.1 million pounds being produced in United States, compared with 18.0 million pounds during first quarter and 12.2 million pounds in second quarter of 1954.

During first six months of 1955, total of 35.1 million pounds of fish sticks were produced. These consisted of 30.9 million pounds of cooked and 4.2 million pounds of uncooked sticks. During same period of 1954, total of 22.1 million pounds of sticks were packed. Production during whole of 1954 amounted to 50.2 million pounds.

Steady markets for fishery products — with some weakness due to local oversupply — are forecast for this year's third quarter by Fish and Wildlife Service. Firm market is seen for fresh and frozen salmon, with supply liberal and demand good. Market for canned salmon also should be firm, according to report, with supply moderate and demand good. Mild-cured salmon is expected to show firm market, moderate supply, and good demand.

An unsettled market is predicted for canned tuna, with supply liberal and demand good. An industry-Government promotional campaign to move liberal supplies of this product into trade channels reached peak last month, and public response has been good.

Fresh and frozen shrimp are expected to show firm markets, moderate supplies, and good demands during the quarter. Market for canned shrimp will be firm, with supply moderate and demand good.

Educational and training film covering application of voluntary Federal standards and conditions to inspection and grading of fish and fishery products will be made under work order recently issued by Fish & Wildlife Service.

Field work has been completed on shooting of lobster sequence in industry-financed film on use of outboard motors in commercial fisheries. This film is being produced by Fish & Wildlife Service with funds made available by Outboard Marine and Manufacturing Co.

With completion of lobster sequence in outboard motor film, there remain only the Great Lakes catfishing and Middle Atlantic clam harvesting sequences which require shooting. Previous sequences have dealt with shrimp, oyster, crab, shad, salmon, and mullet fisheries.

Further destruction of salmon runs will be fought by Northwest salmon industry. A special committee of the Association of Pacific Fisheries, headed by G. P. Halferty, chairman, and consisting of Charles Alhadeff, Sid Rosenberg and Tom Sandoz, has alerted salmon industry to new and continued efforts to destroy salmon runs, either through construction of dams or diversion of water.

In a memorandum they point out that supply of salmon and steelhead at all points in Oregon, Washington and Alaska is consistently decreasing. Furthermore, they claim that proposed power projects on Frazer River in British Columbia and further efforts of power interests to divert Columbia River will jeopardize both Puget Sound and Columbia River fishery. An industry-wide meeting will be called soon to consider what action to take for preservation of salmon and steelhead resources.

Mechanic and Helper* remove Piston in Record Time

30,000 people at the New York Boat Show tried to guess how long it would take to pull a piston on a standard production model Opposed Piston Diesel.

Starting from scratch, the piston was removed and on the floor—in just two minutes flat!

Why was it possible in just two minutes? There are no gasketed joints to separate—no lube or fuel oil connections to break—no water connections to break—no cylinder heads to remove. That's why, in two minutes, you can do on an O-P what it takes hours—even days—to do on comparable diesel engines.

There's more—much more—to the story of what Repowering with O-P can mean to your maintenance operations and profit. Why not get together with your nearby F-M Marine Specialist and find out about the profitable difference with O-P Power? Fairbanks, Morse & Co., Chicago 5, Illinois.

*TV Actress Joan Kemp

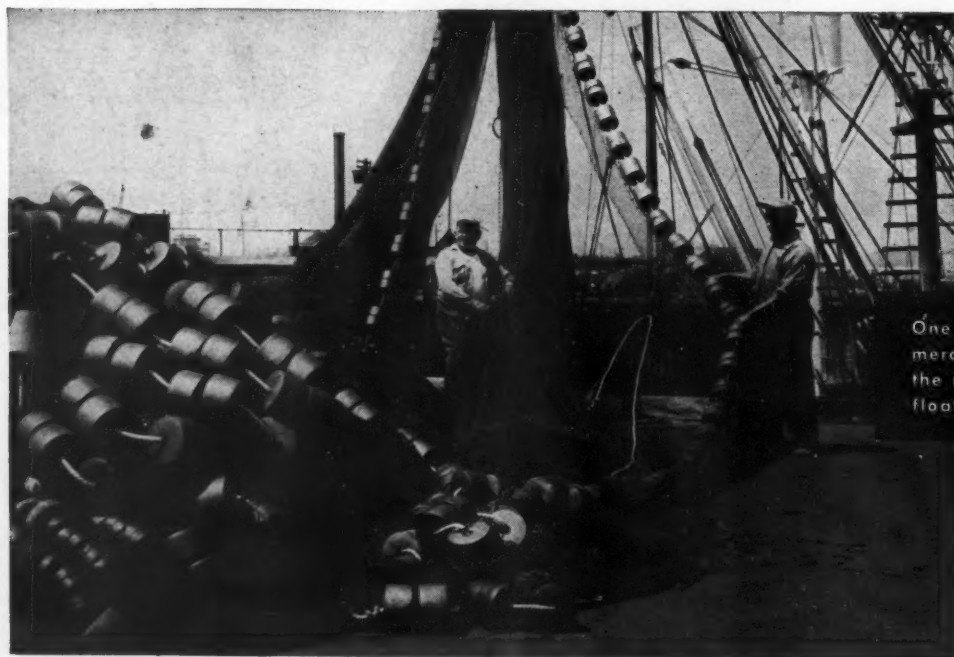


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SPONGEX SEINE FLOATS
*outperform and
 outlast cork!*



One of the many commercial rigs now using the new Spongex seine floats.

The Spongex float is the modern float—for the modern fishing operation.

This new plastic float is lighter, tougher and more buoyant than cork. Since it won't absorb water, oil or gasoline, there's no drying problem. Its smooth surface resists sea growths and prevents net and line

fouling. Replacements are at a minimum, since the Spongex float will not rot, crumble or shatter.

Join the growing number of fishermen now taking advantage of the new Spongex seine floats. Check with your supplier or write B. F. Goodrich Sponge Products Division, 143 Derby Place, Shelton, Connecticut.

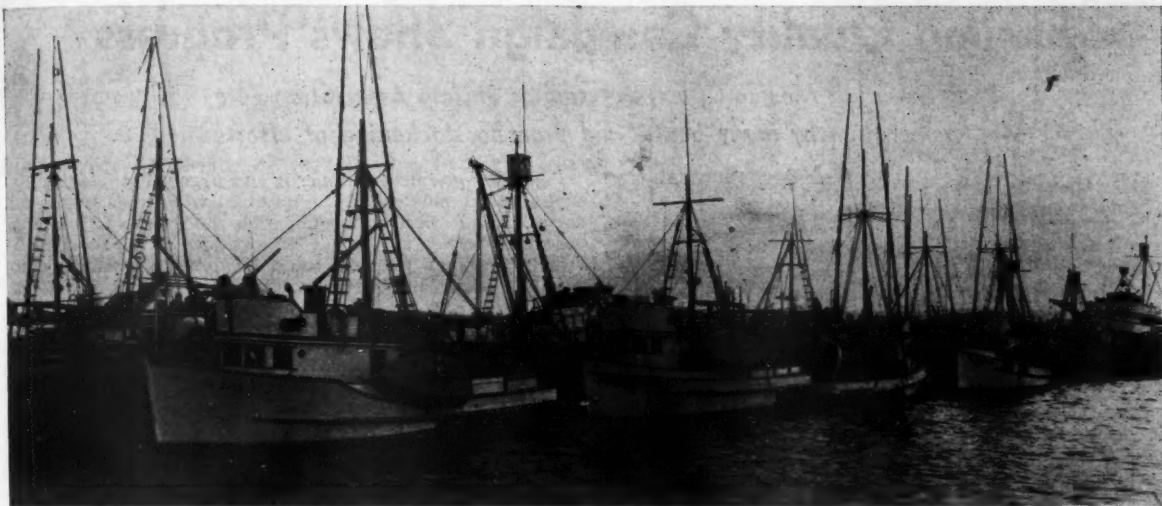


SPONGEX

SEINE FLOATS

by

B. F. Goodrich
 Sponge Products Division



Trollers at San Diego, Calif. at the opening of the albacore season.

How Saltonstall-Kennedy Funds Aid Industry

Latest phase of fishery research and market development program directed at problem of high boat insurance rates

A NATIONWIDE survey aimed at bringing about lower insurance rates for domestic fishing craft by reducing losses is the latest in a series of projects made possible by the Saltonstall-Kennedy Act. The survey will be conducted by Boston University's Bureau of Business Research under supervision of the Fish and Wildlife Service.

Preliminary work on solving the insurance problem is now under way by virtue of a Government contract whereby \$50,000 was made available to the University for operations to extend over a period of 18 months. Personal interviews with insurance people will reveal premium incomes, claim payments, expenses, and profit or loss. Interviews with vessel owners will bring forth information on loss experiences.

Some of the more important questions to be asked in the survey are: What is the frequency and severity of losses? Why have many domestic insurance companies withdrawn from the field? What role can labor unions play in the solution of the problem, and is there a need for new and expanded insurance programs?

Other important questions, pertaining to safety, include: What are the problems of safety equipment and safety education in the fishing industry, and can insurance costs be reduced by safety work? What relation do present expenditures for safety have to total cost of operation? Has there been (and is there still) a reluctance on the part of fishing craft owners to install safety equipment and establish safety rules?

First Year's Funds Now Committed

In announcing the recent signing of contracts totaling \$705,000 for fishery research and market development projects under the Saltonstall-Kennedy Act, Acting Secretary of the Interior Clarence A. Davis declared: "The American commercial fishing industry is now in a better position to realize its production and marketing potential than at any previous time in its long history." These new contracts, between the Fish and Wildlife Service and college and research organizations, complete the commitment of the \$3 million authorized for the fiscal year 1955.

The Saltonstall-Kennedy legislation is designed to promote trade in domestically-produced fishery products, and

provides that an amount equal to 30 percent of duties collected under the customs laws on fishery products shall be transferred annually for three years from the Department of Agriculture to the Department of the Interior. Expanded production and the development of new markets for fishery products are expected to result from this coordinated Government-industry program.

Atlantic Trawl Fishes and Oyster Drills

Among the final contracts signed for fiscal year 1955 is one for \$200,000 for three years, with the Woods Hole Oceanographic Institution, Woods Hole, Mass., for an investigation of climatic and oceanographic factors influencing the abundance and distribution of Atlantic fish populations. Previous allocations of about \$270,000 have been made for North Atlantic activities.

A sum of \$83,989 has been allocated to cover three contracts for research on oyster drills (marine snails) which cause millions of dollars in losses each year to the oyster crop. One of these contracts for \$24,000 extending for three years, has been signed with the Virginia Fisheries Laboratory to study the life history of oyster drills. Under a three-year contract with the University of North Carolina, for \$16,844, a comparative study will be made of the structure and functions of the snail's drilling organs to develop control possibilities. A third three-year contract with the Oyster Institute of North America, for \$43,145, will center on experimental salt water pond cultivation of oysters and clams under protected conditions.

The Oyster Institute research will be carried on in ponds on Gardiners Island, New York, which provides an excellent and unique situation for this work. The project will supply information to bridge the gap between experimental cultivation of oysters and clams in salt water ponds and commercial production, and the results will be valuable to the entire shellfish industry. The Institute has engaged Dr. Melbourne R. Carrier of the University of North Carolina to conduct the research.

Sponges, Salmon and Gear Research Vessel

A contract for \$20,000, for one year, has been signed with the University of Miami Marine Laboratory, in

(Continued on page 44)

Shrimp Quality Campaign Shows Progress

Speakers at Mexico City convention of Shrimp Association note cooperation by many boats, and urge no slackening of efforts

ALTHOUGH progress was made during the past year toward producing, packing and marketing a better quality of fresh frozen shrimp, there is much to do before the industry reaches its ultimate goal. That was the consensus expressed during the Fourth Annual Convention of the Shrimp Association of the Americas, held in Mexico City July 21-23.

Carlton Crawford, chairman of the Quality Control Committee, urged that no slackening of quality control efforts be made, and pointed out that still harder work and closer cooperation are necessary. "Boat owners and crewmen have shown a willingness to do their share in our continuing campaign to improve shrimp quality," he said, "but there still is much for them to do."

It was noted that many trawlers now are following the suggestions made last year to insure good quality at the boat level. Among suggestions that are being observed by some but not all boat crews are that drags be reduced to no longer than three hours and that trips should be no longer than eight days.

It is extremely important that the industry have the full cooperation of boat crews, it was stressed during a general quality control discussion, because quality, or lack of it, begins at the boat, the moment shrimp fall into the net. Without observance of quality control routine at the boat level, it is futile to try to follow a quality plan thereafter, because the good qualities of the shrimp are forever gone if mishandled on the boat—either as they are caught or on deck.

Speakers stressed that still less time should be allowed to elapse between the time the shrimp hit the deck and



Manuel Sanchez of Brownsville, Texas, new president of Shrimp Association of the Americas.

when they go into the hold. It was urged that heading be speeded up, particularly in daylight when it is hotter on deck, so that there is no chance for the shrimp to lose any of their freshness before hitting the ice.

Also, further washing could be done to contribute to quality aboard the boat, one producer declared. He noted that more care in washing now is being observed than previously, but there still is ample scope for improvement, particularly in the meticulousness of deck house-keeping before and after a catch of shrimp comes aboard.

Shrimp Inspection Service

Some members expressed disappointment that the proposed Association shrimp inspection service has not actually started. It was pointed out that some obstacles to inauguration of the inspection service have been cleared up, and hope was expressed that inspection would start perhaps before the end of this year.

It was decided that any inspection service recognized and recommended by the Quality Control Committee of the Association would be acceptable to inspect the plant, premises and products of any membership plant, and that the seal of the inspecting service could and should be used on the shrimp carton so inspected. Continued hope was expressed that some plan, acceptable to the laws governing restraint of trade, might be found whereby shrimp produced and packed by Association members and inspected by Association-recognized inspectors, could bear a seal or emblem so designating that the packer had complied with all the quality control requirements of the Association. However, this is far from actuality as yet, most members agreed.

Retiring president Harry Sahlman of Fernandina, Fla., explained to the group that an inspection service actually is in operation in Fort Myers and Tampa, Fla., and that in general the Association recommendations for quality are being followed. The service is being sponsored by two co-operative marketing groups in those two communities, and hope was expressed that there would be an expansion of the service to other Florida ports soon.

NFI Officials Speak

Charles Jackson, general manager of the National Fisheries Institute (NFI), told the Association of his attending the FAO meeting of the United Nations in Rome and of the program set up to settle territorial disputes among fishing nations. He expressed the hope that now, with the

UN taking an active part in the problem, world tension over boat seizures and fishing rights can be eased.

Murray Wheeler, public relations director for the National Fisheries Institute and supervisor of advertising and promotion for the Shrimp Association, reviewed progress made as a result of the Association's promotion efforts the past year.

Sanchez Elected New President

Manuel Sanchez of Brownsville, Texas, was elected president of the Shrimp Association. He is co-owner of the Brownsville Shrimp Exchange, and has shrimping interests in both Mexico and Texas. Sanchez (Continued on page 28)



At the Shrimp Association of the Americas convention in Mexico City, from left to right: Morgan Daniel, Port Lavaca, Texas; Larry Strasburger, New Orleans; Walter Godfrey, Brownsville, Texas; and Mauricio Madero, boat owner of Carmen and Mexico City, who is a director of the Association.

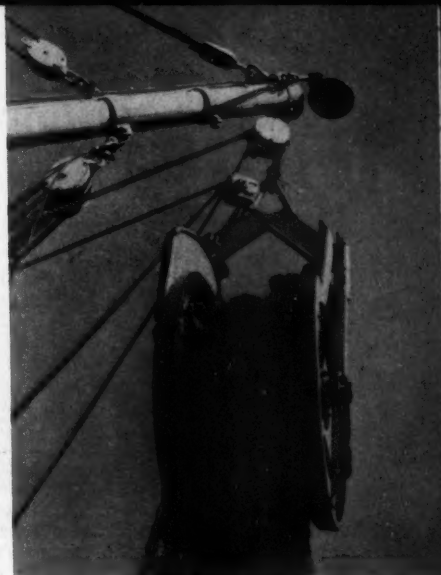
New Power Block Speeds Pacific Purse Seine Hauling

Fisherman-inventor claims device reduces labor

THE new Puretic Power Block, which made a much-publicized debut in the Pacific Northwest this year, is working out "very well" in actual operations on the Alaska fishing grounds, judging by early reports. About 25 blocks were in use in the False Pass sockeye fishery in Alaska during June, according to officials of Marine Construction and Design Co. in Seattle. The Company at present is the sole licensed manufacturer of the equipment, which was invented by Mario Puretic.

The new power block has gained wide acceptance in British Columbia for use in salmon and herring seining operations. However, its use has been banned in southeastern Alaska for the duration of the U. S. pink salmon

Close-up of purse seine being hauled in through new Puretic Power Block. The device consists of an aluminum block with a power-driven sheave, which is mounted on the tip of the boom on purse seiners. The net is hauled in over the sheave, being held by molded cleats, and is fed onto the turntable to be piled.



Peter G. Schmidt, Jr., left, president of Marine Construction and Design Co., Seattle, manufacturer of the power block, and Mario Puretic, inventor.

recovery program, as has use of drum seines and other new-type mechanical devices designed to increase efficiency of fishing gear. Use in other Alaska areas was not outlawed.

The Puretic Power Block is an aluminum block with a power-driven sheave. The block is mounted on tip of boom on purse seiners. This makes possible a complete set in half the time required by usual strap-loading procedure. Invention of the Puretic Power Block has been hailed as the greatest development in seine fishing since the big drum first came into use.

The new power block eliminates much manual labor. The seine is hauled aboard through the block, the net held by molded cleats, and fed onto the turntable to be piled. In other words, when the net is ready to be retrieved, the block is opened and the net placed on the sheave; then the block is hauled to the boom-point and the power applied. The net is hauled in over the sheave.

Advantages of the new block are: it is adaptable at slight expense to a fishing vessel without need for alteration to the craft; it speeds up the seining operation and reduces the amount of work; it is extremely flexible, with a specially-designed swivel which keeps it in proper alignment with the net; in a rough sea it does not whip nearly as much as in the strapping method; it can be supplied in any size required.

Crew Can Handle More Sets

The inventor, himself a fisherman, compiled a few notes on the Puretic Power Block. He commented: "The operation of strapping a purse seine of the average length of about 350 fathoms, taking four fathoms per bight, requires something over 80 bights, consuming, say, one and

one-half hours. The power block so speeds up this operation that, in the opinion of one of the best skippers, the crew eventually will develop such efficiency as to enable them to haul in a net of this length in fifteen minutes.

"With the time thus saved, they soon can be out again looking for fish. In other words, they can handle many more sets in a given time. Also it is safer to risk setting on smaller schools, as they will not be tied up in the long exhausting process of strapping, while they may be missing chances to set on larger schools. Then too, there are days when fish are easier to catch, usually before a blow, and speed can make the most of it without exhaustion. The speed of this method to a great extent outwits sharks, thus saving destruction of fish and net."

The new Puretic Power Block has been accorded a good reception, and it is fast becoming standard equipment in the seining fleet. Altogether, Marine Construction and Design Co. has equipped nearly 200 boats with the block, 40 of which were seiners in the British Columbia fleet.

(Continued on page 44)



Power block on Capt. Allen Hanson's 42' purse seiner "Bull Moose" of Seattle.

New Shrimp Trawl Eliminates Tapered Seams

Western Jib Even-pull net has improved body with transverse seams which increase strength, facilitate repair, reduce gilling of fish

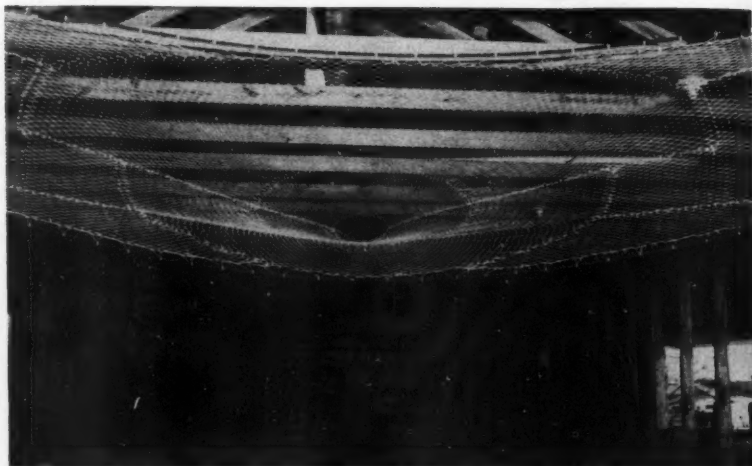
STARTING with the basic flat shrimp trawl which is the most popular net along the Northern Texas section of the Gulf of Mexico, V. L. Harris and R. C. Rhodes of the Western Net Shop in Freeport, Texas, have modified first the wing or jib sections and now the body of the net to make a variation called the Western Jib Even-pull Shrimp Trawl. This design has been reduced to a formula so that a webbing man can build one from the directions.

The original Western Jib net was described in *National Fisherman's* February issue and, in the six months of its existence, has been adopted by many of the boats working the Texas coast. It is reported that there are over 50 of these Western Jib nets being used in 62 to 120 foot rigs.

The recently-developed body modification by Harris and Rhodes has been checked during two nine-day trips by Capt. Hollis Forrester on his 73' trawler *Carleen F.* Capt. Forrester's first comment when he docked was: "No more tapered seam trawls for me." The first advantage of the new transverse seamed net was found to be its greater strength. One time during the trip the net got badly bogged in the mud. It took two hours to get the rig back up, during which the strains were necessarily terrific. But there were no torn meshes or hangings gone. The crew washed the mud out and went on fishing.

On another drag they did tear up badly on coral. But Forrester found that repairing the trawl aboard the boat was simpler because there are no tapered seams to foul up in retieing.

The third advantage that showed immediately in the new body type was less tendency to gill fish in the sides. The smoother inside shape lets fish go back into the bag, and there is less likelihood of sharks biting at the gilled fish. So the general conclusion by Capt. Forrester and Capt. T. E. Mills, who had similar results with the net



The new Western Jib Even-pull shrimp trawl at the Western Net Shop, Freeport, Texas.

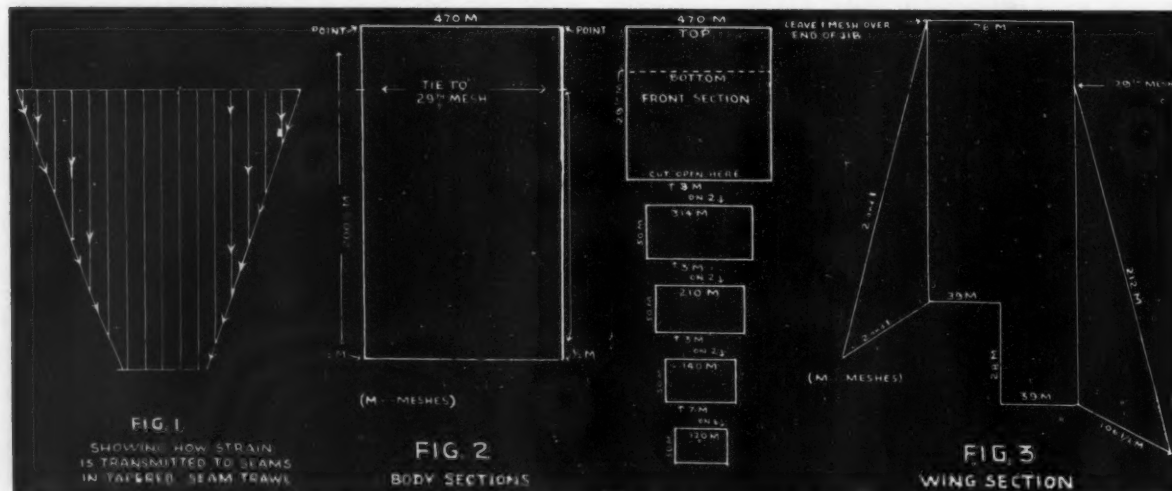
aboard his boat *Fair Winds*, was that the new net body was stronger than previous flat nets, easier to repair and simpler in basic design.

Formula for Net

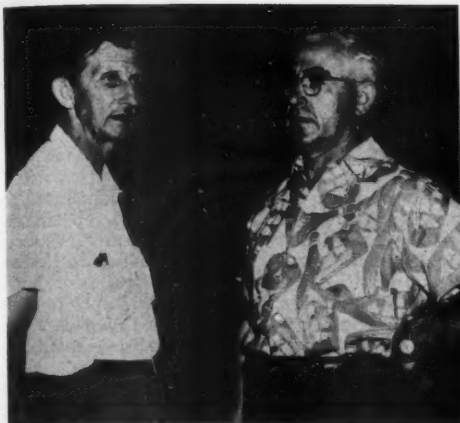
The theory of construction in the Western Jib Even-pull Shrimp Trawl is to substitute transverse body seams for the usual longitudinal ones. This eliminates the tapers and gives greater strength.

Using the same formula set up in the February issue of *National Fisherman* for a 100-foot float line flat trawl you can get the number of meshes for the body, wings and jibs. Now for the body of the new trawl add 78 meshes for wings to the 392 body meshes. This gives a total of 470 meshes in the front section of the trawl. The next section will be 2/3 of the first or 314 meshes. The third will be 2/3 of the second or 210 meshes. The fourth section will be 2/3 of the third or 140 meshes. The fifth section will be 2/3 of the fourth or 93 meshes. The sixth section will be 2/3 of the fifth or 62 meshes. The seventh section will be 2/3 of the sixth or 41 meshes. The eighth section will be 2/3 of the seventh or 27 meshes. The ninth section will be 2/3 of the eighth or 18 meshes. The tenth section will be 2/3 of the ninth or 12 meshes. The eleventh section will be 2/3 of the tenth or 8 meshes. The twelfth section will be 2/3 of the eleventh or 5 meshes. The thirteenth section will be 2/3 of the twelfth or 3 meshes. The fourteenth section will be 2/3 of the thirteenth or 2 meshes. The fifteenth section will be 2/3 of the fourteenth or 1 mesh. The sixteenth section will be 2/3 of the fifteenth or 0.67 meshes. The seventeenth section will be 2/3 of the sixteenth or 0.44 meshes. The eighteenth section will be 2/3 of the seventeenth or 0.29 meshes. The nineteenth section will be 2/3 of the eighteenth or 0.19 meshes. The twentieth section will be 2/3 of the nineteenth or 0.13 meshes. The twenty-first section will be 2/3 of the twentieth or 0.08 meshes. The twenty-second section will be 2/3 of the twenty-first or 0.05 meshes. The twenty-third section will be 2/3 of the twenty-second or 0.03 meshes. The twenty-fourth section will be 2/3 of the twenty-third or 0.02 meshes. The twenty-fifth section will be 2/3 of the twenty-fourth or 0.01 meshes. The twenty-sixth section will be 2/3 of the twenty-fifth or 0.007 meshes. The twenty-seventh section will be 2/3 of the twenty-sixth or 0.004 meshes. The twenty-eighth section will be 2/3 of the twenty-seventh or 0.003 meshes. The twenty-ninth section will be 2/3 of the twenty-eighth or 0.002 meshes. The thirtieth section will be 2/3 of the twenty-ninth or 0.001 meshes. The thirty-first section will be 2/3 of the thirtieth or 0.0007 meshes. The thirty-second section will be 2/3 of the thirty-first or 0.0004 meshes. The thirty-third section will be 2/3 of the thirty-second or 0.0003 meshes. The thirty-fourth section will be 2/3 of the thirty-third or 0.0002 meshes. The thirty-fifth section will be 2/3 of the thirty-fourth or 0.0001 meshes. The thirty-sixth section will be 2/3 of the thirty-fifth or 0.00007 meshes. The thirty-seventh section will be 2/3 of the thirty-sixth or 0.00004 meshes. The thirty-eighth section will be 2/3 of the thirty-seventh or 0.00003 meshes. The thirty-ninth section will be 2/3 of the thirty-eighth or 0.00002 meshes. 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The seventy-seventh section will be 2/3 of the seventy-sixth or 0.0000000000004 meshes. The seventy-eighth section will be 2/3 of the seventy-seventh or 0.0000000000003 meshes. The seventy-ninth section will be 2/3 of the seventy-eighth or 0.0000000000002 meshes. The eightieth section will be 2/3 of the seventy-ninth or 0.0000000000001 meshes. The eighty-first section will be 2/3 of the eightieth or 0.00000000000007 meshes. The eighty-second section will be 2/3 of the eighty-first or 0.00000000000004 meshes. The eighty-third section will be 2/3 of the eighty-second or 0.00000000000003 meshes. The eighty-fourth section will be 2/3 of the eighty-third or 0.00000000000002 meshes. The eighty-fifth section will be 2/3 of the eighty-fourth or 0.00000000000001 meshes. The eighty-sixth section will be 2/3 of the eighty-fifth or 0.000000000000007 meshes. The eighty-seventh section will be 2/3 of the eighty-sixth or 0.000000000000004 meshes. 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The ninety-ninth section will be 2/3 of the ninety-eighth or 0.00000000000000002 meshes. The hundredth section will be 2/3 of the ninety-ninth or 0.00000000000000001 meshes.

(Continued on page 31)



The arrows in Figure 1 show where the strain occurs in the webbing of a shrimp trawl cut on a taper. Figures 2 and 3 show the wing and body sections of the new Western Jib Even-pull model. With the elimination of tapers, the trawl is easier to repair, and by reducing the size of each section, the webbing pulls evenly from float line to cod end.



At the "Edgartown" launching, from left to right: Capt. Magnus Thompson, skipper of the vessel; Capt. Isaac Norton, owner; Eli G. Braley, Hathaway Machinery Co.; Mrs. Braley; Capt. John G. Murley of Fairhaven, Mass.; Harold Pierce of Hathaway's; Mrs. Pierce; Sid Rideout, Perkins-Milton Co., Inc., Caterpillar Diesel dealer.

Norton's New Scallop "Edgartown" Well Fitted

CONFIDENCE in the future of the fishing industry prompted Capt. Isaac Norton to build his latest fishing vessel, the 90-foot *Edgartown*. The new scallop dragger, one of the best equipped in the fleet, arrived in New Bedford, Mass. late in July.

Named for Capt. Norton's native port, the *Edgartown* was constructed at the yard of Harvey F. Gamage in South Bristol, Maine. She is the tenth boat Norton has had built in his 35 years of activity in the industry, and replaces the *Flamingo* which caught fire at sea last year. He presently has interests in two other vessels, the *Catherine* and *Mary*, in partnership with Capt. Jens Isaksen; and the *Ursula M. Norton*, with Capt. Bernard Rasmussen, who also is part owner of the *Edgartown*. Skipper of the new craft is Capt. Magnus Thompson, a part owner, who has been to sea since 1912 and was formerly on the *Flamingo*. Karl Einsersen is engineer aboard the *Edgartown*.

Capt. Norton's ancestors were among the early settlers of Martha's Vineyard and at one time owned a third of the island through a grant from the King of England. His father was a fisherman and his grandfather a whaler. Other boats owned by Norton have included the 36' *Idelwild II*, which he commanded 33 years ago, the 50' *Catherine*, and the 76' *Malvina B.* and the *Joan and Ursula*.

Built from designs of Dwight S. Simpson, the *Edgartown* has beam of 19'7", draft of 9'8" and hold capacity of 125,000 lbs. The fore and aft hold bulkheads are insulated with 3" Fiberglas, and the steel engine room trunk has ground cork on the underside to prevent condensation.

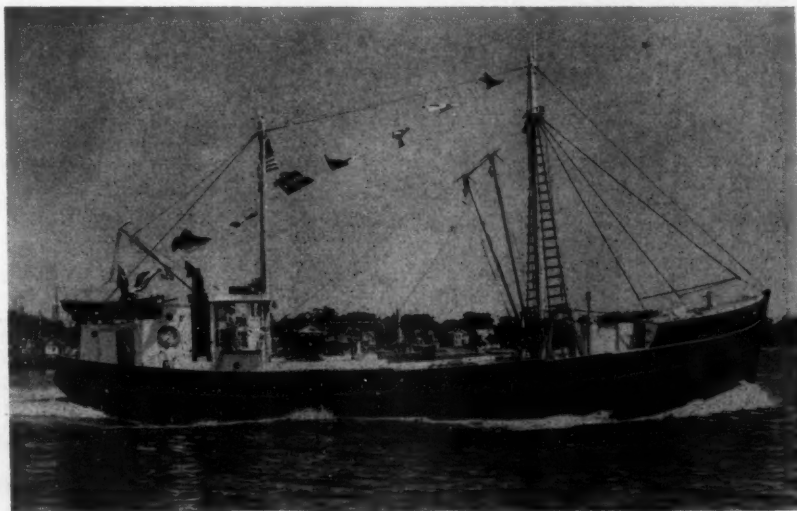
The crew's quarters and galley are exceptionally commodious and modernly fitted. There are 10 bunks in the fo'c's'le, each equipped with reading lamp. Hot and cold running water are provided, and the galley has two stainless steel sinks, mica-topped counters, walk-in refrigerator with stainless steel interior, and #450 Shipmate oil-burning range. A 600-gallon galvanized tank carries the fresh water supply.

The captain's stateroom, aft of the pilot house, has built-in berth, ample locker and storage space and chart table. There are two bunks in the after cabin for the engineer and mate. A #350A Shipmate hot water boiler supplies radiators in the deck house, engine room and after quarters. Mahogany trim is used extensively throughout the interior of the vessel.

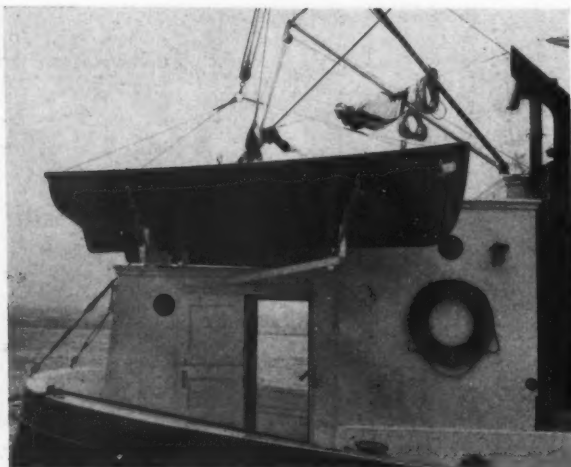
Framing in the *Edgartown* is double 4" molded, sawn oak on 18" centers; planking is 2 1/4" oak, decking is 2 3/4" pine and fastenings are galvanized. International paint was used on the bottom, and Pettit paints provide the green hull topside, white trim, gray deck and white house.

Power for the *Edgartown* is furnished by a 400 hp. D397 Caterpillar Diesel, with 3.5:1 Falk reduction gear and 3:1 Twin Disc power take-off. The engine drives a 3-blade 66x46 Hyde propeller on a 5" Tobin Bronze shaft. Stern bearing and stuffing box were furnished by Hathaway Machinery Co., utilizing a Goodrich Cutless rubber sleeve. The vessel has fabricated steel rudder and steel rudder shaft. The Kennebronze rudder port, made by J. F. Hodgkins Co., is of extra length to extend through the 15" thickness of

(Continued on next page)



Capt. Isaac Norton's new 90' scallop dragger "Edgartown" on her compass-adjusting run at New Bedford, Mass. She was built by Harvey F. Gamage of South Bristol, Me.



The "Edgartown" carries two Beetle Fiberglass lifeboats, one of which is shown over the after house.

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the horn timber, thereby keeping out marine growth.

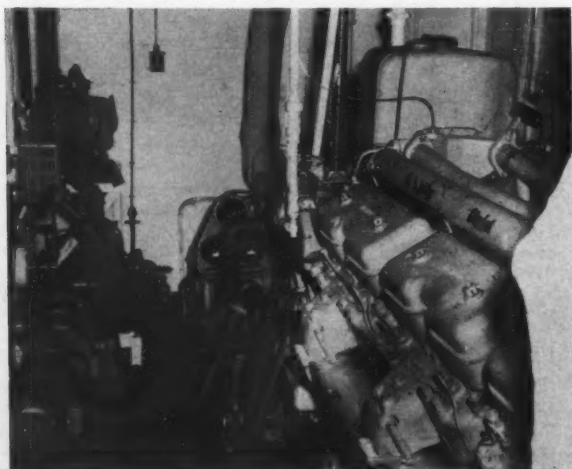
The auxiliary engine is a 2-cylinder Superior Diesel operating a 10 kw. generator. Storage batteries are 110-volt Exide KX-33A Ironclad. Fuel oil capacity is 3500 gals. in four welded steel tanks, and Texaco lubricating oil is used. The vessel has Edson hand deck pump and Viking electric bilge and deck pumps. Fire protection is provided by six strategically placed Fyrftyer extinguishers.

The *Edgartown* is well fitted with life saving equipment, having two Beetle Boat Co. Fiberglass life boats, which are 12'8" long with 4'9" beam and have a 7-man capacity. The lifeboats are molded of one-piece Fiberglass and have Dow Styrofoam-filled buoyancy tanks. Also carried are 10-person life raft and the customary life jackets and life rings.

All scallop fishing deck gear, including a Model 639-40 upright starboard drive winch is of Hathaway make. American Steel & Wire Co. Tiger Brand wire rope and Columbian manila rope are used, and the anchor is a 200 lb. Danforth.

Pilot house equipment includes Wilfrid O. White compass, RCA Model ET8050 radiotelephone, Raytheon Fathometer, Hathaway steering gear and Loran.

The Garage yard now is building a 76' x 18'6" x 9'6" dragger of new design by Dwight S. Simpson. She will be a full bodied boat, with good speed and 75,000 lb. fish capacity.



Good accessibility is provided in the "Edgartown's" engine room. Here is her 400 hp. D397 Caterpillar Diesel.

Jet Dredge to Harvest Martha's Vineyard Clams For Transplanting

The harvesting of clam seed for transplantation to barren areas, using an hydraulically-operated jet dredge, presents intriguing possibilities in the opinion of Francis W. Sargent, Massachusetts Director of Marine Fisheries, who recently observed a test of such equipment at Martha's Vineyard. Sargent has approved the experimental use of the jet dredge in the Oyster Pond at Edgartown for harvesting seed clams for transplanting to depleted flats in other parts of Edgartown and nearby towns.

"Of greatest significance in the demonstration," Sargent said, "was the fact that we scarcely noted a single broken clam which is virtually impossible with the customary digging method for the fragile soft shell clam. Besides, this operation permits dredging on flats that are covered by water at all stages of tide."

Conveyor Belt Used

The hydraulically-operated jet dredge, which was used to wash clams out of the bottom of relatively shallow water and onto a conveyor belt aboard a small vessel designed for the purpose, was demonstrated to Marine Fisheries officials by Thomas L. Flynn of Edgartown. The operation was viewed from aboard the vessel and also from underwater using diving apparatus. Charles L. Wheeler of Falmouth and John T. Hughes of Vineyard Haven, shellfish scientists of the Division, accompanied Mr. Sargent as observers.

Mr. Wheeler commented that it is difficult at present to determine the number of barrels of seed clams currently available in Oyster Pond, although he noted in one location they were coming aboard the vessel at the rate of one bushel every seven minutes. He explained that accurate daily checks will be made to properly manage the potential resources.

Oyster Pond is of particular interest to shellfish researchers, as the salinities have been controlled by an artificial breach which has been opened and closed through the narrow strip of beach that separates the Pond from the sea. This opening has been maintained by Mr. Flynn and frequently must be redug, since powerful currents flowing along the Vineyard's South Beach tend to pile up the sand and block the passage of water necessary to the well-being of marine organisms.

Big Demand for Fish as Mink Food

In Wisconsin, as in other States, there is a big demand for frozen fish as mink food, and there are several suppliers of such products. One of the largest firms in this line is operated by George A. Berghammer, Milwaukee, who has been in this business for 20 years and takes the output of several commercial fishermen. The fish are frozen at point of production in order to insure good quality.

The best fish for freezing as mink food are considered to be ocean whiting and lake herring, about 10 to 12 million pounds of the former being produced each year for mink food. Lake herring from Lakes Superior, Michigan and Huron is reported to account for about seven to eight million pounds of the mink food produced. Other types of fish, such as croaker, blue pike and carp also are used but only in small quantities. The fish come from Duluth, Minn., and Bayfield and Green Bay, Wis., as well as from the Atlantic Coast—Boston and Gloucester, Mass., and Portland, Maine.

Fish for mink food are kept at zero degrees until shipped in truckloads of 50-pound cartons. At the Berghammer plant, more than five million pounds of fish are handled.

Mississippi Oyster Industry Aided by Geological Survey

The Mississippi seafood industry and petroleum geologists have displayed interest in a study of Gulf Coast sediments released by the Mississippi State Geological Survey. The bulletin gives a cumulative report of investigations made in the Summers of 1952, 1953 and 1954 by Dr. Richard R. Priddy, professor of geology at Millsaps College.

The project, financed by the Mississippi Seafood Commission and the Gulf Coast Research Laboratory, sought, through a study of the physical and chemical nature of the bottom materials, to determine the types of bottoms most favorable to the production of oysters, shrimp and fish.

From the point of view of the seafood industry, the survey already has proved its worth. Oyster plantings made at recommended sites in the western part of Mississippi Sound late in 1952 had produced oysters four inches long by 1954. Dr. Priddy recommends that the studies be continued, and believes that further exploration may lead to the discovery of further promising sites for new oyster beds.

Want New Building for Fisheries Laboratory

Congress is being asked by the Fish & Wildlife Service for \$170,000 to build a combination office, laboratory and warehouse at Pascagoula for its research into fish life in the Gulf of Mexico. Present quarters in Pascagoula are inadequate and not fireproof, and space is lacking for storage of records.

Docking facilities for the *Oregon* are becoming crowded because of the commercial fisheries development that has taken place in Pascagoula. Gulf fish studies by the Service recently have found yellowfin tuna in commercially-important quantities. There are now three boats fishing for these tuna, and it is expected that three more will be in that fishery soon.

The Service also has discovered that trash fish can be utilized for the manufacture of cat and dog food. One big plant already is manufacturing this product, and it is understood that another plant will be in operation in the near future.

"Oregon" Hunts New Red Shrimp Beds

Six fisheries experts left Pascagoula early last month on the exploratory vessel *Oregon* to try to locate additional red shrimp grounds and to determine catch rates in an established shrimp area.

The party was to explore shrimp possibilities in the Florida Straits and in an area southeast of Cay Sal Bank to see if commercial shrimping is feasible. The experts also were to try out different types of commercial trawls on the shrimp grounds south of the Dry Tortugas to see which types and sizes are best.

New Fishery Statistical Office in Pascagoula

A statistical office for the collection of fishery data shortly will be opened at Pascagoula by the Fish & Wildlife Service. Activities of the office will include the collection of detailed data on employment in the fisheries, number of craft and quantity of gear operated, the catch of fishery products, and the collection of related data in the vicinity of Pascagoula.

Detailed statistics on the shrimp fishery will be obtained for that area in connection with the Service's expanded program for the collection of shrimp statistics. Donald T. Montgomery will be in charge of the office.



Two newly-elected officers of the Southeastern Fisheries Association—Berlin Felton of Key West, Fla., president; and Charles Bevis of Tallahassee, executive secretary.

Florida Shrimpers Are Landing Good Catches

Ed Noble, new manager at the Singleton Shrimp Co., Hookers Point, Tampa, recently reported business as being very good, with trawlers bringing in big loads. One boat brought in 190 boxes of 26-30 count shrimp, and every boat is landing from 125 to 130 boxes. Outlook for the shrimp business seems good for the immediate future.

Capt. John Marin, Sr. of Marin & Co., Tampa, reported that production, which is normally low at this time of the year, is up. He plans to install the Mingledorff freezer system on several of his vessels.

The firm recently took delivery of a Diesel Engine Sales 67-ft. trawler, the *Florida Explorer*, powered with a General Motors 6-110 Diesel, and equipped with Onan 3 kw. Diesel generating set. The craft since has returned from Campeche with 155 boxes of shrimp, while her sister ship *Gulf Explorer*, with a new Mingledorff freezer system, returned recently with 165 boxes.

The Wilson Seafood Co. at Hookers Point is planning to repower the *Earline G.* with a GM 6-110 Diesel.

Association Headquarters to Be Moved

Headquarters of the Southeastern Fisheries Association will be moved from Jacksonville to 224 Center Bldg., Tallahassee, Fla. This move probably is influenced by the fact that the Florida Legislature has been very active on fisheries legislation this year, more than 60 bills having been introduced.

At its recent third annual convention at Miami Beach the Association elected Berlin Felton of Key West as president; Joe Stallone, Miami Beach, first vice-president; Sam Cooper, Hollywood, second vice-president; John Rosenberg of Tampa, secretary; J. Roy Duggan, St. Simons Island, Ga., treasurer; Louis Fischer, Cocoa, Fla., chairman of the board; and Charles Bevis, of Tallahassee, executive secretary.

No Red Tide Expected Until Fall

Gulf waters are free of the fish killing red tide, and no outbreak is likely before Fall, according to Albert Collier of the Fish & Wildlife Service. When the next occurrence comes, copper sulphate will be spread by boat and plane to make further tests of its ability to kill the deadly red tide organism.

Staff members of the University of Miami's Marine



Three shrimp trawlers at Cunningham & Pitre dry docks in Delcambre, La., for general overhauling and repairs. From left to right: "Gayle No. 2", owned by Dr. Moledoux of Delcambre and powered with D13000 Caterpillar Diesel; Charles Heurtevant's "Waide" of Delcambre, which has General Motors 4-71 Diesel; and "Que-5", also owned by Dr. Moledoux and powered with D13000 Caterpillar.

Laboratory were planning a study cruise last month to seek more information on the cause of the red tide. The research vessel was to leave Naples, journey north to a point off Apalachicola and return by way of the Dry Tortugas.

"Sammy Jr. II" Lands Record Catch of Shrimp

Sam Vona recently returned from the Campeche Banks in his trawler *Sammy Jr. II* of Tampa, with the best load he ever has landed—193 boxes of 30-32 count shrimp. Vona is one of the discoverers of the Campeche shrimp beds in the Gulf of Mexico.

To Conduct Seafood Marketing Studies

A program has been worked out by the Conservation Department with officials of the University of Miami Marine Laboratory to conduct a series of seafood marketing studies, and to continue a research program in commercial fishing. The Florida Conservation Dept. will make an educational film on fish handling, which it is hoped will give Florida fish more appeal in the nation's markets.

The recent State Legislature appropriated \$80,000 for general research and \$120,000 for red tide studies. For the next two years, research activities will be concentrated at the University of Miami.

Work will be conducted on shrimp, mullet, blue crab, sailfish, snook, sea trout and tarpon. One of the nation's largest crab processors, it is reported, plans to open a plant soon at Cedar Key which will provide a new outlet in that area for blue crabs.

Shrimp Trawler "Shoals" Launched

A 72' x 19' shrimp trawler named *Shoals* was launched recently by Tiliakos Boat Building Co. at Fernandina Beach, Fla., for H. F. Sahlman of Sahlman Seafoods, Tampa and Fernandina Beach. Powered with a D337, 170 hp. Caterpillar Diesel with Snow-Nabstedt 4.4:1 reduction gear, the trawler has cypress planking and oak ribs, with a steel mast and boom. She also has Columbian 50 x 44 five-blade propeller.

Other trawlers owned by the Sahlman Seafoods include the *Sandbar II*, the *Northern* and the *Northeast*.

Making Sponge Industry Survey

Dr. Robert B. Bennett, professor of chemical engineering of the University of Florida, and Dr. Robert F. Hutton of the University Field Station in St. Petersburg, are making an extensive survey of the sponge industry in Tarpon Springs. They are being assisted by Attorney Nick Stamathis, and are working with the members of the Sponge Industry Improvement Committee in this project.

Louisiana Shrimp Trawler Lands Record Catch

Capt. C. J. Kiffe, skipper of the *Capt. Hanson* of Berwick, arrived at the Riverside Seafood docks last month with one of the largest catches reported in recent weeks. His 23-day shrimping trip netted him 103 barrels valued at approximately \$80 each. Capt. Kiffe reported he caught most of the shrimp in the vicinity of Ship Shoal Light during his first five days out.

The *Capt. Hanson* is 65 ft. long, and has one of the few all-metal hulls in the Berwick-Morgan City area.

Sunseri Heads Oyster Association

The Louisiana Oyster Dealers and Growers Assoc. recently held an election of officers. Alfred Sunseri was installed president; Norman Hedrieck, first vice-president; Louis Battistella, treasurer; and Bart Martina, Jr., secretary.

Named to the Board were Baldo Pausina, Bazo Zibilich, Leon Cognevich, Zeljko Franks, August Pitre, Emile Eyward, Victor Blereau and Frank Slavich.

New Shrimp Plant

The new Sea Shrimp Co., Inc. of Patterson was expected to start operating this month, and will be able to handle the entire process from the time the catch comes off the boat or truck until it is ready to be shipped to any point in the country. One of the features of the plant will be the modern freezer and cold storage department.

The cold storage will have a capacity of 125,000 lbs., with the freezer being able to contain 15,000 lbs. The freezer will have capacity to freeze the 15,000 lbs. of shrimp in 12 hours.

Felice Golino is the president of the Company, with John Bellestri serving as vice-president.

Research on Freezing of Southern Oysters

Some interesting and encouraging progress can be reported on the study of the freezing of Southern oysters, although full-time research on this project has been underway for only a short time. At Tulane University studies are being conducted on the "bleeding" (loss of liquor) of shucked Southern oysters. Preliminary experiments show that the oysters lose almost exactly the same amount of liquor regardless of whether they are held in air, normal sea water, or doubly-concentrated sea water.

White Shrimp of Good Size

According to Percy Viosca, Jr., biologist of the Commercial Seafood Division of the Wild Life and Fisheries Commission, the 1955 run of young, white shrimp or lake shrimp, appeared on schedule.

White shrimp were taken in a test trawl in the mouth of East Pearl River on June 22, the first day of Summer. This year's crop appeared to be slightly larger than the first ones taken in 1954, averaging 2.01 inches, with a minimum of 1 1/4 inches and a maximum of three inches. Last year's catch averaged 1.9 inches, with a maximum of 2 1/4 inches.

The shrimp increase about an inch in length every 20 days during the Summer, which means that when the shrimp season opens on August 8, they should be of good size.

To Speak at Iberia Shrimp Festival

U. S. Sen. Russell Long was scheduled to be the principal speaker at the Iberia Shrimp Festival and Fair in Delcambre on August 14. U. S. Rep. Edwin Willis of the Third District also indicated he would speak. Both were expected to discuss the Delcambre Canal project, for which the Federal Government has appropriated funds to make a survey.

California Crab Season Shortened by New Law

A bill to change the crab season in Humboldt and Del Norte Counties from December 15-July 31 to December 15-June 30 was signed recently by Governor Knight. The measure, which will not be effective until next year, is not expected to affect noticeably the crab industry at Eureka, since crab fishing during July is poor in this area.

For the rest of the State the season will be changed from November 15-July 31 to November 15-May 31. The bill, by Sen. A. W. Way, also prohibits taking commercial crabs in Crescent City harbor between the south sand barrier and the breakwater.

Eureka Salmon Landings Above Average

Salmon landings in the Eureka area were classed as better than average during the January-June period. It was estimated that there were some 500 boats participating, about half of them non-local.

However, this has been one of the worst seasons Eureka has had for crab and dragfish, mainly because of unfavorable weather. Charles Timmons, manager of the Paladini Fish Co., described the period from January through June as the "slowest six months we have had".

Lazio Fish Co. reported it had about 50 per cent less crab this year and only 70 per cent the volume of sole as in 1954, which was considered a good fishing year. However, the Company received more shrimp and salmon this year.

Most of the northern boats in July were continuing southward to fish for tuna near San Diego. While a few of the Eureka boats travel south, the majority were still fishing salmon in the Crescent City and Shelter Cove areas. Dragfish boats were operating mainly along the coast in the Eureka area.

Fish & Wildlife Service estimate on landings January through June this year are as follows: salmon, 506,400 lbs.; crab, 262,400; and bottom fish, 3,056,700 lbs. Respective landings last year were 492,500; 842,200 and 3,342,600.

Predicts Oyster Shortage

The 1958 U. S. harvest of Pacific oysters, unless supplemented by natural reproduction, is expected to fall a half million gallons short of demands, according to Malcolm Edwards, president of the Pacific Coast Oyster Growers Assoc., who recently visited Eureka. Basis for the anticipated shortage is that deliveries of Japanese seed oysters at Raymond, Wash., have fallen far short of orders.

Pacific growers who ordered more than 71,000 cases received only 53,000. However, the only shortage in California was at Morrow Bay. There was no shortage of deliveries to Humboldt County, since these were received earlier.

First Albacore Catches Landed

The first commercial albacore catches of the year were reported July 5 by Andrew Mardesich of Franco-Italian Packing Co. He said the first delivery of San Pedro albacore was made to his cannery by Nick Mudry of the *Joanne II*, which brought in 120 pounds of the white-meat tuna. Another three tons of albacore were brought in later by Nick Vojkovich of the *Betsy Ross III*. The fish were taken in the San Clemente Island area.

A price of \$350 a ton was agreed on, bringing American tuna down nearly in line with Japanese tuna prices as quoted by the Calif. Fish Cannery Assoc. Cannery paid \$400 a ton for albacore at the start of the 1954 season.

Eureka Dredging Job Nearly Completed

Nearing completion in mid-July was the \$50,000 dredging and seawall construction job at the Eureka boat basin. The Humboldt Constructors, Inc. deepened the bottom of the basin to a minimum of six feet at low tide. Certain areas of the basin which had not been dredged since it



Bottom fish being unloaded from dragboat "Blufin" at the Lazio dock in Eureka, Calif., by crewmen Bryon Brady (in hold) and Eli Nordquist (on deck). The delivery consisted of 18,000 lbs. of dover sole, rock cod, and market fish. The 50' "Blufin" is owned and skippered by Fred Brown of Eureka, and is equipped with 100 hp. Cummins Diesel and a Loran set.

was constructed about eight years ago, had silted to a depth of only three feet.

The protective seawall is about 400 ft. long, 20 ft. wide at the top, sloping to a greater width at the bottom, and averages about eight feet in height.

Tuna Clipper "Independence" Launched

The 127 ft. steel tuna clipper *Independence*, third to be built during the past 12 months by the National Steel and Shipbuilding Corp., was launched at San Diego during July. She was constructed for J. Dewey Land, M. J. Coen, E. L. Combust, M. L. Gear, Robert McClure and Fred Berger.

The craft has moulded beam of 30'6", and moulded depth of 14'6". Her hull is all steel, electrically welded, and features a longitudinal framing system. The efficient hull form is the result of extensive model test studies, and the rudder design features one of the recent high-speed N.A.C.A. airfoil shapes.

The new tuna clipper's fish capacity is 340 tons, while fuel capacity is 48,551 gallons, fresh water storage, 4,000 gallons, and lubricating oil capacity, 1,600 gallons. She has accommodations for 15 men, including the Captain.

The vessel is powered by a Fairbanks-Morse 960 hp. Model 38D8½, six-cylinder, 720 rpm., opposed piston Diesel, with 3:1 reduction gear. Other equipment includes Model 24, six-cylinder, 191 hp. Murphy Diesel auxiliary; Electric Machinery Mfg. Co. 125 kw. generator; four Worthington 6" x 6" ammonia compressors driven by four 30 hp. electric motors; and Sperry magnetic compass pilot.

Among those speaking at the launching ceremonies were R. H. Morse, Jr., president of Fairbanks, Morse & Co.; C. Arnholt Smith, president of National Steel and Shipbuilding Corp.; and James B. Lane, president of Breast-O'-Chicken Tuna, Inc.

New One-Stop Fishermen's Supplier at Oakland

Mr. and Mrs. George Evans of Oakland recently took a 10-year lease on a wharf on the Oakland Estuary, and have transformed the pier into a sort of seagoing supermarket where commercial fishermen will be able to obtain a variety of needs, from canned goods to a new boat. Several entirely new structures have been built by Evans in anticipation of his mariner-customers' desires. Among these are a huge weighing platform to judge the day's catch, and an icehouse.

The pier also will be used as storage quarters for Winter-bound boats, and is now prepared to accept and care for between 25 and 30 fishing vessels. It is said that crewmen will be able to save a full day or two of valuable fishing time by doing all of their "shopping" in one place instead of moving from mooring to mooring.

Oregon Fishermen to Benefit From Harbor Improvements

Southern Oregon fishermen had cause to cheer in early July when the U. S. Senate Appropriations Committee voted \$236,000 to permit the Army Engineers to begin work on developing and improving fishing boat facilities in Charleston harbor. For years Charleston harbor has been plagued with shifting sands which have clogged channels, blocked many docks from access of fishing boats, and frequently caused the running aground of fishing boats at low tide.

The new development project, when completed, will have cost \$696,000. In brief outline, it calls for:

1. Construction of a 2,100-ft. breakwater extending across the entrance to South Slough in Coos Bay. The breakwater would be designed to protect Charleston and its moorage sites from northwesterly winds in the Summer and from the heavy swells, caused by severe storms at sea, which enter Coos Bay during the Winter.

2. Construction of a 900-ft. long and 500-ft. wide mooring basin for fishing vessels. The basin would be 10 feet deep at low tide and would accommodate 150 boats.

3. Construction of a channel, 10 ft. deep at mean low tide, 150 ft. wide, extending from the port of Coos Bay's main channel into South Slough approximately 3,400 ft.

Another problem of the Southern Oregon fishermen is transportation. Most of their catches have to be brought to Portland, 220 miles to the north, or San Francisco, 500 miles to the south, which is expensive.

Bringing the fish inland, to the Willamette Valley or to the northern parts of the Sacramento Valley of Calif., would bring the fish to markets nearer home. But the difficulty here is the lack of good roads going directly inland from the fishing ports of Coos Bay. Steps are being taken to correct this situation.

Columbia River Blueback Run Improves

This year's Columbia River blueback salmon run already has exceeded pre-season expectations. Through July 13, 209,000 bluebacks had been counted over Bonneville Dam. The McNary Dam blueback count for the same period was 25,000 fish.

The better-than-expected fish run was attributed to increased utilization of natural spawning areas in the upper Columbia and Snake River systems. Up until this year, natural production of bluebacks had not been considered to be the major factor in maintaining Columbia River runs of the small, prized salmon.

The Fish Commission and the Washington State Department of Fisheries promulgated Summer season fishing regulations to protect the major part of the blueback run. Fish Commission biologists sampling catches during the current commercial season found relatively few blueback, indicating that the regulation is successful.

New Millicoma River Fishway

A \$26,000 fishway designed to facilitate migratory fish passage over Vaughan Falls on the west fork of the Millicoma River in Coos County has been completed. Steelhead trout, cutthroat trout, and silver salmon are the main species of fish which will benefit from the additional 20 miles of stream area now available as a result of the new fishway. Upriver-bound fish will elevate themselves over the 20-ft. natural rock falls via 14 adjoining concrete pools.

Fish Landings for License Year Show Gain

Almost 21 million pounds of rockfish, flounder, sole and other white-meated ocean fish were landed at Oregon ports during the 1954-55 license year which extends from April 1 to March 31. H. S. Smith, Fish Commission auditor, said this year's total landings capped the 1953-54 total by approximately three million pounds.

Landings of various species of sole amounted to nine million pounds, higher than any other general group of



53' dragger "Hero" owned by Capt. C. E. "Gus" Christensen of Newport, Ore. She has 165 hp. General Motors Diesel with 3:1 Twin Disc reduction gear, Wood Freeman automatic pilot, Loran, and Tubbs rope. The dragger uses Union lubricating oil.

marine fishes included in the total. Pacific Ocean perch landings were four million pounds.

Smith listed the following general trends in the marine fish landings: flounder, halibut and true cod landings doubled during the past year; sole and red rockfish landings remained approximately the same; and black rockfish landings were down from the 1953-54 total.

Studying Fish Mortality at Bonneville

M. T. Hoy, State Fisheries Director, announced recently that the Oregon Fish Commission is currently conducting a full-scale investigation to determine the extent of adult salmon mortality caused by Bonneville Dam. The present study has been based on results of a preliminary investigation of fish mortality made by the Fish Commission below Bonneville Dam last Fall.

Approximately 1,000 salmon carcasses, retained from spawning operations at three Columbia River hatcheries last year, were dumped into the Columbia just below Bonneville Dam last month. Recoveries of the floating, tagged carcasses intermingled with untagged carcasses of fish killed in the vicinity of Bonneville Dam will be analyzed to estimate the total number of fish killed below the Dam during the Summer salmon run.

Observed mortality above the Dam will be compared with observed mortality below the Dam. The study is designed to provide a reliable estimate of how many adult salmon are killed in the Bonneville area.

Marked Salmon Released

Approximately 377,000 young fall chinook and silver salmon fingerlings were fin-marked and liberated by the Oregon Fish Commission recently in a series of experiments designed to evaluate hatchery and natural stream fish production; and to determine the length of time young salmon should be reared in hatcheries.

C. R. Mattson, Fish Commission biologist supervising the experiments, said 75,000 silver salmon and 52,000 fall chinook salmon were marked by removal of certain fins at the Commission's Klaskanine hatchery southeast of Astoria. The survival and catches of these fish, to be determined three years from this Fall, should provide information on the success of hatchery-produced salmon.

Other fingerlings marked are fall chinook salmon reared at Bonneville hatchery. These fish were used in three separate experiments. Fifty thousand of the fall chinooks were liberated in Gnat Creek, Columbia River tributary below Clatskanie, in another hatchery production evaluation experiment.

To test the best liberation age of hatchery-produced fall chinook salmon, the Fish Commission plans to fin-mark and release two 100,000 lots of six-month-old Bonneville fish. One lot will be released in Tanner Creek and the other in the Willamette River.

Washington Marking Silver Salmon in Puget Sound

The Washington State Fisheries Dept. began in mid-July to mark some 50,000 silver salmon. The fish were to be marked at the Bush Point Fisheries Station on Whidbey Island in Puget Sound. The program is to determine which rivers contribute most to sport and commercial fishing in Puget Sound and the North Pacific area.

The Fisheries Department has added a 36-ft. patrol boat to its fleet. The craft was assigned to coastal waters between LaPush, off the Washington coast, and the Columbia River. The boat was built by the Tripple & Everett Marine Ways, Seattle.

Halibut Season Extended

The North Pacific halibut fishing season was extended nine days, from July 26 to August 4 in Area 3 which lies west of Cape Spencer, Alaska, to the Aleutian Islands. The closing date was set ahead by the International Pacific Halibut Commission because the quota of 28 million pounds for the area could not be reached within the originally-scheduled season.

Bad weather hampered fishing throughout the season. The Commission previously had extended the season 15 days beyond the normal 60-day season.

To Build New Fishway

A concrete fishway to provide access for chinook salmon to a new hatchery upstream will be built on the Washougal River, about 23 miles east of Vancouver, Wash. The fishway and the new hatchery will be part of the Lower Columbia River fisheries development program. Both will be financed by the Federal Government.

Oyster Setting Underway

Plankton samples taken July 21 in North Bay by the State Shellfish Laboratory at Quilcene, Wash., indicated little change from the previous week in number of oyster larvae present. Setting was expected to continue at about the same, or an increased rate during the latter part of July.

In Oyster Bay there was a gain in numbers of advanced larvae present, and setting intensity was expected to increase in this Bay. There has been a new release of larvae in Mud Bay, which indicated that some setting might occur during the latter part of July.

For the first time this season a few Pacific oyster larvae were present in Dabob Bay. Plankton samples taken July 22 averaged 0.7 Pacific straight-hinge larvae per 20-gallon plankton sample. However, the larvae were so scarce that no setting was expected to result.

Alaska Salmon Pack Down

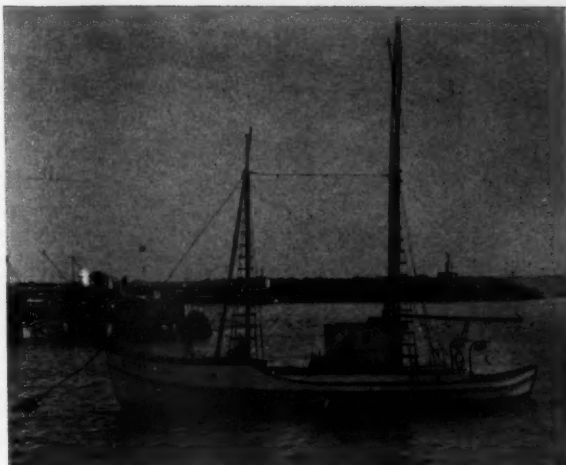
For the season up to July 23, the Alaska pack was 1,176,060 cases, about one-third less than a year ago. Increasing interest is evident in Puget Sound sockeyes. The new pack in the off-cycle year started off slowly, but was showing some pickup late last month. Owing to the high price of Canadian sockeyes, export interest is developing in Alaska salmon.

Jackson Named Fisheries Commission Director

Roy I. Jackson, New Westminster, B. C., civil engineer, was named executive director of the International North Pacific Fisheries Commission on July 13. Jackson had been employed by the International Pacific Salmon Fisheries Commission since its inception in 1938. He figured prominently in construction of the Hell's Gate fish ladders in the Fraser River.

Prove Cohoes Spawn as Late as April

Tangible evidence that Alaska cohoes spawn as late as April has been obtained for the first time in history,



The 46' "Gypsy", owned by Capt. Raymond Fitzhugh of Crescent City, Calif., fishes for salmon and crabs. Her equipment includes 115 hp. Chrysler engine with 30 x 22 Columbian propeller, Mustad hooks, RCA radiotelephone and Bendix depth sounder. She uses Tydol lubricating oil.

according to the Fish & Wildlife Service. The evidence was a 31-inch female coho, found on a sandbar in Buschmann Creek, south of Ketchikan. The fish was found in mid-April and had been dead only a short time. Previous records showed March as the latest month in which spawning cohoes had been found there.

New Anti-Shark Weapon

A new anti-shark weapon has been pronounced a success in British Columbia, according to word from Vancouver. The Canadian Dept. of Fisheries disclosed that the fisheries protection vessel *Comox Post* had been fitted with a bow rapier which enables the vessel to kill sharks by ramming them.

The craft killed 18 sharks in one day during tests by ramming through schools. When not in use, the pointed ram on the vessel is carried upright and closed like a knife.

Cannerymen Accept Raise

Fish cannery workers and tendermen in the Upper Puget Sound commercial fishing industry voted last month to accept wage increases offered by packers to end a deadlock in negotiations. Members of the Fishermen and Allied Workers' Division of the International Longshoremen and Warehousemen's Union (independent) voted four to one to accept in Bellingham, LaConner, Anacortes and Blaine. Tendermen were to receive \$20 a month increase and cannery workers were to get 10 cents an hour increase.

Alaska Fish Hearings Set

Hearings on Alaska fisheries will be held by the Senate Interstate and Foreign Commerce Committee during the second week in October. The hearings will be held in Seattle, Juneau, Anchorage and San Francisco.

Seattle Landings for July

During July, Seattle otter trawl landings dropped to 697,500 lbs., or only a little over half of production during the previous month. The catch was landed in 20 trips, and Dover sole predominated, with 137,900 lbs. Next was ling cod, at 127,000 lbs.

The catch by the halibut fleet during July amounted to 3,161,750 lbs., which included 2,965,850 lbs. of halibut and small amounts of sablefish and rockfish. The landings showed a drop of half a million pounds from June.



The "Crest", 134' trawler which is operated out of Rockland, Me. by General Foods Corp.

Maine Has Large Quahog Set In Middle Bay Area

An unusually large and healthy quahog set in Middle Bay, between Brunswick and Harpswell, was being surveyed last month by a team of biologists from the Sea & Shore Fisheries Dept. Covering between 12 and 15 acres, the quahog set is one of the largest to be recorded. Concentrations are extremely heavy in some areas between White's Island and Webb's Point, so much so that thousands of bushels will have to be moved.

The seed bed, however, cannot be harvested for another year or two, since the area was closed a year ago by joint action of the Sea & Shore Fisheries Dept. on recommendations by the diggers and the Boards of Selectmen of the two towns. It was feared that if the flats were continuously turned over by the diggers, many of the young quahogs would be buried deep in mud and not survive.

Officials of the two towns hope to maintain close supervision over the area to prevent raids by outlaw diggers. It is expected that Brunswick and Harpswell will join with Freeport, Phippsburg and West Bath in the formation of a Shellfish Council, which will work with the Sea & Shore Fisheries Dept. on conservation measures.

"Gill" Investigating Herring Populations

On the third cruise of the Fish & Wildlife Service vessel *Theodore N. Gill*, extensive schools of herring were observed in some areas of Casco Bay, Sheepscot River, Damariscotta River, Muscongus Bay, St. George River, Western Penobscot Bay, Eastern Penobscot Bay, Blue Hill Bay, Union River Bay, Englishman's Bay and Machias Bay.

Large schools of herring also were observed offshore from approximately 2 miles off Petit Manan Island to approximately 2 miles off Steele Harbor Island. Large, solid concentrations of herring were located and sampled 1 mile east of Isle au Haut and in Hussey Sound, Casco Bay.

Assisting the *Gill* in the latest cruise was a new type of vessel known as a seine skiff, an odd-looking boat 22 ft. long with a 7 ft. beam. A well is installed about two-thirds of the way forward, housing a 25 hp. outboard motor with a 20-inch shaft. Purpose of this unusual rig is to keep the stern of the craft clear for handling nets.

Portland to Have New Fish Stick Plant

Fulham Bros. Inc. of Maine are to occupy a new plant soon to be built on Central Wharf, Portland, for the production of pre-cooked fish sticks. About 50 persons will be employed on a one-shift schedule.

"Batavia" and "Winthrop" Change Ownership

The 125' steel trawler *Batavia* has been bought by George Lewis of Portland and Irving Usen of Boston. Renamed the *Minnie*, she will fish out of Portland, with Boothbay Harbor registry. The vessel has been completely overhauled at Story Marine Railway, South Portland, who power-chipped her hull, cleaned the fish hold, checked the tanks and repainted her throughout.

The trawler *Winthrop* has been taken over by Capital Trawlers, Inc., headed by John E. Willard, Jr. of Portland, and is now redfishing out of Portland with Capt. Dwight Jordan as skipper. She had been overhauled at Story's.

Also at the Story yard have been the Harris Co. dragger *Vagabond* of Portland which had a new Goodrich Cutless rubber stern bearing installed and a hull painting; and the *Portland Pilot*, in for general overhaul and replacement of planking.

Engines and Electronic Gear Installed

Several fishing boat installations of Nordberg engines have been made recently by Harbor Supply Oil Co., Portland. The new 34' lobster boat *Evandee*, owned by Capt. Evans Doughty of Cape Elizabeth, has a 130 hp. Nordberg Tarpon model with 2:1 reduction gear. A 95 hp. Bluefin model with 2:1 reduction has gone into Capt. Jasper Smith's 36' lobster boat at Chebeague Island. At the same port, Capt. Sanford Doughty has purchased a 4-cylinder, 60 hp. Nordberg Colt with 2:1 reduction for his 26' stop seiner. Capt. Elmer Spurling of Islesboro has a new 155 hp. Knight model.

The Portland dragger *Ethelena*, Capt. Louis Thompson, has been equipped with a new CR105 RCA radar by The Harris Co. A Model ET8050, 85-watt RCA radiotelephone has been installed on the *Gulf Stream*, Capt. Richard Paulson.

Sardine Pack Continues Light

Sardines are very scarce all along the Maine coast, and less than one-half of the State's 43 plants are operating. Even late in July, with tidal and moon conditions perfect, the fish continued to run light. The season's pack through the 23rd amounted to 541,936 cases, or 69% less than the pack a year ago.

Trawler "Storm" Collides with Freighter

Officers of the Merchant Marine Inspection Dept. are continuing their investigation of the recent collision between the Rockland trawler *Storm* and the Argentine freighter *Lancero*. Crewmen of the trawler reported that the freighter loomed suddenly out of the fog off Seal Island, N. S. The bow of the *Storm* was heavily damaged in the collision which nearly rolled the trawler under as she scraped the length of the larger craft.

Sardine Advertising Program Underway

Consistent newspaper consumer advertisements in 136 cities and radio spots over more than 200 radio stations will highlight the Maine sardine industry's Summer-Fall promotional campaign. The program, which started July 10, is national in scope, with the greatest advertising concentration in the Middle Atlantic, Southern and Mid-Western States.

A new feature of the program is "Little Skipper", a "lovable real Downeast character" who has been developed by the Maine Sardine Industry as its star salesman. It is hoped that he eventually will become a National figure who will symbolize the seafood products from the cool, clear waters of the Maine coast and the men who harvest and process them.

Herring Spotter Killed in Plane Crash

Jack Harrison of Westport Island died last month when his light monoplane crashed into the sea and sank off Golden Cove, Vinalhaven. Harrison, who has been operating a herring spotting service for fishermen, was making a low run over the water when the engine failed. The plane flipped over as it pancaked into the water, and sank immediately.



50' Hatteras Trawler "Four Girls", left, owned by J. W. Smithson of Frogmore, S. C., and built by Morehead City (N.C.) Shipbuilding Corp. Center: R. C. Kirchofer, left, president of the shipyard, hands Dick O'Neal of New Holland, N. C., the gold warranty on the work-



manship and material in his new trawler "Daphne", shown at right. Both the "Daphne", first in a new series of 55' Hatteras Trawlers being built by the shipyard, and the "Four Girls", are powered by a 6-71 General Motors Diesel.

North Carolina Crabbers Doing Well in Albemarle Sound

Some 50 or more fishermen in the Columbia area are enjoying new prosperity because of the first invasion of blue crabs in the upper Albemarle Sound, and fishermen from a distance of 60 miles away are making big catches in new waters at the head of Albemarle Sound near the Roanoke and Cashie Rivers. The reason for this new invasion of crabs is attributed to the Buggs Island Dam well up the Roanoke River, 150 miles away.

The dam holds back the water and doesn't let it spill out all at once in flood seasons, but it drops over gradually, and the fresh water flows down river on the top level, while the heavy salt water from the ocean flows up river on the bottom level. The absence of the former fresh water tides flowing east in Albemarle Sound, now replaced by a heavy inflow of salt water coming up Roanoke and Croatan Sounds, has caused so large an invasion of crabs up the sound to Edenton, as to make catching them profitable. One man in the Columbia area recently made a catch of 2,000 lbs. of crabs in a morning, which sold at the rate of three cents a pound.

The new dam also has affected Albemarle Sound area fishing. Ernest Haywood of Colington, who has moved his operations to the head of the sound, recently made a tremendous haul of fish. He caught 10,000 lbs. at the site of the old Capehart Fishery, which is on the west shore between the Roanoke and Cashie Rivers. In this catch were many striped bass of large size, and some of the largest of flounders, many of them measuring 18 inches.

It appears now that rockfish or striped bass are being found farther upstream, along with many other varieties. The situation may call for new studies in the habits of fish, and new regulations in taking them.

Scrap Fish Rule Amended

As a result of complaints which had been received by the State Commercial Fisheries Committee, an amendment to the fisheries regulation regarding scrap fish was adopted last month by the Board of Conservation and Development. The new regulation provides that scrap fish may be sold to plants by dealers providing these fish are taken incidental to shrimp trawling, and providing that the scrap fish do not exceed by 25 per cent the amount of shrimp or edible-sized food fish taken.

Other recommendations by the Fisheries Committee, which were approved by the Board of Conservation and will become regulations, follow:

1. No action was taken on purse seining in Albemarle Sound. It was recommended that commercial fishermen in that area request a public hearing.

2. No further restrictions were placed on crab pots in Pamlico Sound, and restrictions on crab pots in the upper Albemarle, Roanoke and Croatan Sounds were lifted. No person or firm may operate more than 100 crab pots. Crab pot season shall be closed May 1 until November 1, but it shall be open season all year around in the area north of Pamlico Sound north and northeast of a line from Long Shoal Light to Gull Island.

3. It shall be unlawful to take oysters for the next two seasons in the vicinity of Point of Marsh.

Menhaden Catches Excellent in June

June was the best month for menhaden catches in seven years, according to W. H. Potter, manager of the Beaufort Fisheries. In his words: "It's been 50 percent better than any Summer since 1948."

Connecticut Lobstermen Want Right To Operate in New York Area

An effort is being made by Rep. Ward W. Hubbard of Stonington whereby an agreement may be reached by New York and Connecticut officials which will result in the lifting of the lobstering ban in the waters east of Race Rock, allowing the Connecticut lobstermen to ply their trade there. Under existing laws, all waters east of Race Rock in New York are closed to Connecticut lobstermen, while waters to the west are open to all. Stonington lobstermen contend that because of the small amount of Connecticut water between New York and Rhode Island, they must set their pots in outside waters if they are to make a living.

On July 1, eight Stonington lobstermen were taken into custody by New York State game wardens, charged with fishing in restricted waters. The men were arrested in Fishers Island Sound just east of Race Rock which has been closed to Connecticut fishermen for several years. They were fined \$100 and costs each when arraigned in court at Fishers Island.

On July 30, six lobstermen were picked up by Connecticut fish and game wardens on charges of having short lobsters in their possessions. All were booked under \$1,000 bond each for appearance in Stonington Town Court at a later date.

Addition to Stonington Fleet

A new boat has been added to the Stonington dragger fleet, and is now being operated out of Bindloss Dock. She is the *William D.*, which is being skippered by Ed Roderick for William Parsons of Long Island.

The *Nautican*, skippered by Capt. Carl Johnson, is fishing again following repairs of damage incurred when she went aground off Long Island in June.



Capt. Earl Killoran's 43' x 11'6" x 4' fishing tug "Silver Spray" of Fayette, Mich. Capt. Killoran is shown at right with the vessel's D8800 Caterpillar Diesel. The craft was built by Johnston Boat Works of Sturgeon Bay, Wis. in 1925, and is equipped with Crossley net lifter and Shea's nylon netting. She has fished out of Kenosha, Wis., Whitefish Point, Grand Marais, Munising and Ontonagon, Mich.



Great Lakes Trap Netters Getting Excellent Hauls

Commercial trap nets set in Lake Superior this year have been producing some of the biggest whitefish yields in years. Crews working for LeBlanc Fisheries at Marquette, Mich. made lifts of 1,700 lbs. or better. Catches in the Keweenaw Peninsula area of Lake Superior were just as impressive.

Bayfield, Wis. producers, as well as those in several other fishing ports of Wisconsin, were making good hauls of whitefish, while lake trout yields were relatively poor in comparison. However, lake trollers were getting some nice catches of lake trout, particularly off Munising and Grand Marais, Mich. areas. In the Whitefish Bay area, production of whitefish and herring was generally good.

In Green Bay waters south of Washington Island near Fish Creek, catches of outsized walleyes have given rise to speculation of another walleye eruption comparable to the bonanza which made Little and Big Bays de Noc famous in the 1950's.

Escanaba, Mich. reports of surprising catches of between 5 and 10 pound fish during recent weeks have been cited to support the theory. First thought to be strays, the increasing number of large walleyes indicates that something unusual is happening.

In the Duncan Bay area of Lake Huron, the Spring walleye spawning season was very successful, and the fish are growing rapidly, according to commercial fishermen. Dr. Charles Creaser, biologist from the University of Michigan Biological Station, said scale study indicates that walleyes in Lake Huron are making amazing headway in growth rate.

Commercial hauls of lake perch, suckers, bullheads, and catches of catfish in the Lake Huron area have been good in many spots.

Lake Michigan Producers Doing Well

Fishing on Lake Michigan has been generally fairly good for perch, chub and walleyes in certain areas. In the Illinois and Indiana waters of the Lake most of the commercial takes were comprised of chub and yellow perch.

Along the eastern shore of Lake Michigan, commercial perch fishermen seem to be making fishing pay off. They have been catching some impressive-sized perch, among which have been a fair number of jumbos. Herring runs in the northern areas of Lake Michigan have provided commercial net fishermen with some steady income.

In the Lake Erie area commercial fishermen, using mostly trap nets, are making good catches of mixed fish, with lots of pike, sheepshead, catfish, perch and bass

species. A somewhat improved number of whitefish and ciscoes are showing up with consistent frequency.

Lamprey Weirs Being Closed for Season

The Fish & Wildlife Service has begun closing down its sea lamprey control operations on Lake Michigan in view of steadily declining catches of the predatory species. Late in July only 10 lampreys were caught on 17 streams emptying into Lake Michigan in the Michigan Upper Peninsula and Wisconsin, indicating the lamprey spawning run has just about run its course on that lake.

Farther north, on Lake Superior, however, 252 lampreys were trapped and killed. That pushed the total for the season to 10,330 lampreys killed on Lake Superior streams, and 46,250 on Lake Michigan streams for a combined total of 56,580 to date this year. During the entire season last year, streams flowing into the two Lakes yielded 31,220 lampreys.

The Fish & Wildlife Service continues to operate an electro-mechanical weir on each stream until there appears no doubt that lampreys have discontinued using that stream for spawning this season. If two weeks pass without a lamprey being taken, the weir is closed down.

Sandusky Bay Fishing Bill Signed

A bill designed to end a 25-year dispute over fishing practices in Sandusky Bay, and passed by the Ohio Legislature recently, has been signed into law by Gov. Frank J. Lausche. By limiting the length of ropes on commercial fishing seines the bill leaves a mile-wide corridor down the middle of the 15-mile-long bay, as the exclusive fishing grounds for sports anglers. All previous bans against commercial fishing in certain other bay areas are retained in the new law.

Catches Big Lake Trout

Gust Kuismi of Verona, Mich., recently made several big lake trout catches while trolling in Lake Superior from his boat *Lyde*. On one day he caught eight fish that had a total weight of 80 pounds. Included in the catch was one weighing 35 pounds. Later he caught 17 trout which weighed 72 pounds.

Isle Royale Streams Surveyed for Lampreys

Leo Erkkila and Joseph Beil of the Marquette, Mich. office of the Fish & Wildlife Service are inspecting streams on Isle Royale in Lake Superior to determine if the streams are being used by sea lampreys for spawning. Many of the lake trout taken in Lake Superior by fishermen from Isle Royale have been scarred by lampreys, and the Service believes the parasitic species may be spawning in Isle Royale streams.

New Trawler "Miss Powerama" Represents Shrimp Industry At Chicago Exposition

A UNIQUE destination is in store for a newly-launched Florida shrimp trawler. For the first time in history a shrimper will wet her keel in Great Lakes waters. She is the 67-foot *Miss Powerama* which will dock on the shore of Lake Michigan in Chicago to be on exhibit at the General Motors Powerama from August 31 through September 25.

Built by Diesel Engine Sales Inc., St. Augustine, Fla., who have turned out over 500 shrimp trawlers, *Miss Powerama* will be displayed by the Detroit Diesel Engine Division of General Motors Corp.

Named in honor of the exposition, the new trawler was christened by Mrs. Ernest F. Bentley, wife of the general sales manager of the Detroit Diesel Engine Division. The launching took place on July 11, with special ceremonies and Southern barbecue attended by numerous distinguished guests, including directors of the Southeastern Fisheries Association. L. C. Ringhaver, president and general manager of the shipyard, was host for the occasion.

Miss Powerama is certain to become a celebrity among fishing boats, and will provide nation-wide recognition for the shrimp industry. Her route to Chicago, under command of Capt. Sperry of Daytona Beach, was to take her up the Atlantic Coast via the Inland Waterway, thence through the Erie Canal and across the Great Lakes.

The craft will be docked at a specially-constructed pier adjoining the Powerama grounds, where displays will show thousands of Powerama visitors how this popular seafood is harvested. Powered by a General Motors 6-110 Diesel, the boat will be completely equipped with shrimp trawling gear.

The spectacular Powerama exposition, occupying a 23-acre site adjacent to Soldier Field, is being held in celebration of General Motors' overall production of 100 million Diesel horsepower reached this year. Dramatic displays arranged by Detroit Diesel and other GM Divisions will show how some of this vast horsepower has



The 67' shrimp trawler "Miss Powerama" built by Diesel Engine Sales, Inc., St. Augustine, Fla.

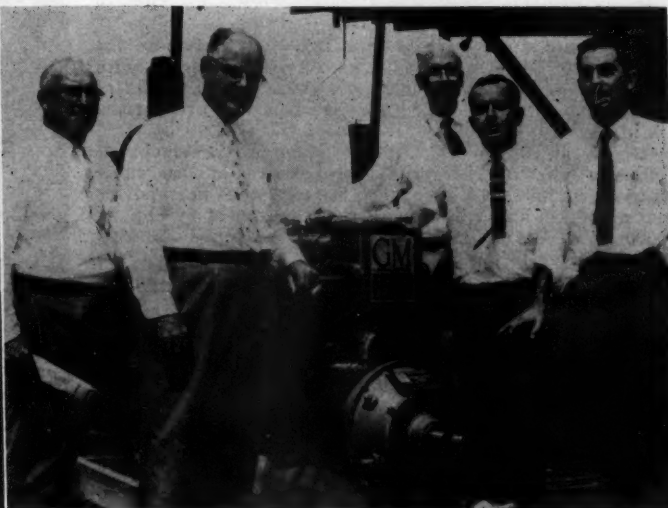
been put to work, and the important part Diesel power plays today in the American economy.

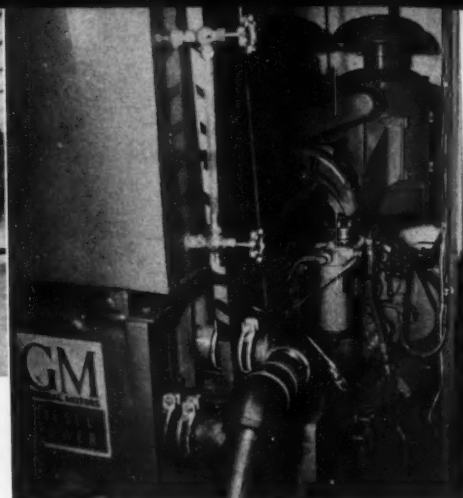
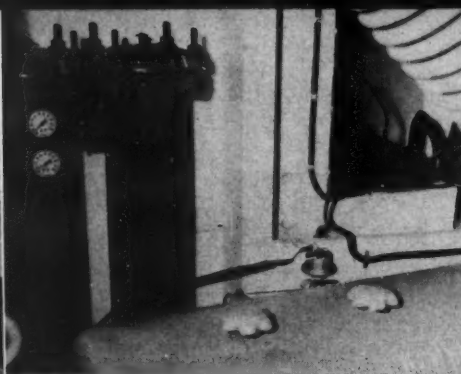
Other marine displays will include one of the smallest Diesel-powered yachts yet to operate on American waters, a 37-foot yacht and a crew boat used in offshore drilling operations. These craft are powered by Detroit Diesel engines ranging from 87 to 289 horsepower. A submarine also will be tied up at the pier.

Detroit Diesel will have several educational exhibits of Diesel-powered industrial equipment in actual operation. These will include a cotton gin, a sawmill, a rock crusher and an oilwell drilling rig. An exhibit of roadbuilding giants will be displayed along a section of "highway under



Left: "Miss Powerama" being christened at St. Augustine, Fla., by Mrs. E. F. Bentley, wife of the general sales manager of Detroit Diesel Engine Division of General Motors. Below, left to right at the launching: Roy C. Kuhns, branch manager, Florida Diesel Engine Sales of Jacksonville; E. F. Bentley; R. L. Burpee, Detroit Diesel's merchandising manager; R. A. Hill, branch manager, Florida Diesel Engine Sales, Miami and Jacksonville; C. J. Davy, the Division's Florida sales representative.





Equipment aboard "Miss Powerama", showing left: 3 kw. Onan Diesel generating set; center: Hilco Hyflow lubricating oil filters and Surrlette batteries; right: General Motors 6-110 Diesel engine, fitted with Fulflo fuel oil filters.

construction" and there will be plowing demonstrations and other exhibits of farm equipment in action.

A "Series 71" Detroit Diesel engine, resplendent in gold exhibition paint, will be the central figure in a display commemorating GM's notable production milestone. Of GM's overall Diesel production figure, Detroit Diesel alone has turned out over 64 million horsepower since 1937.

Other GM Divisions also present displays of wide general interest. Among these will be a Diesel locomotive and new light-weight train, the world's largest dump truck, vertical-rising aircraft and an M-48 tank.

Specifications of "Miss Powerama"

A trim and powerful trawler, *Miss Powerama* is a Tams designed craft, with 18'6" beam, 6'6" draft and 64 gross tonnage. She has a 9 x 12 inch keel of fir and 4 x 4 inch pine deck beams with 12 inch centers. Her 2 1/4 x 4 1/2 steam bent oak ribs support 1 1/2 inch select fir and cypress outer planking. Her shaft log is deadwood pine, the bow-stern is oak, and the transom has 2" pine doubled.

The deck house is 23 ft. long and 8 ft. wide, built of cypress with pine studdings and has 12 windows. It is ceiled with marine plywood, flooring is 2" pine and interior finish is cypress. International paint was used on the hull and deck house.

The *Miss Powerama* pilot house has a 42" mahogany steering wheel, made by Marty's Wood Products, 7" Ritchie compass, and One-Mile-Ray searchlight. The vessel has several items of Bendix Marine equipment, including the new Model 135 non-hunting automatic pilot, Bendix Shipmate receiver, Commander transmitter, direction finder, Bendix DR-12 depth recorder and the new Bendix Fish Magnifier which gives a "close-up" view of any section of a recording.

There are three bunks in the fo'c's'le and two in the deck house. The galley seats three and is furnished with a Real Host 4-burner gas range. Two 100 lb. tanks of cooking gas, supplied by Suburban Gas Co., are carried on deck.

The vessel's General Motors Diesel is a 2-cycle, 6-cylinder engine with total displacement of 660 cubic inches. At 1800 rpm. it has a continuous shaft horsepower rating of 220 and will develop a maximum of 289 hp. at 2000 rpm. Its approximate weight equipped is 4300 pounds; overall it is 79" x 38" x 48".

The engine is fitted with an Allison Div. General Motors 4.5:1 reduction gear, Servo governor, two Donaldson air breathers and two Fulflo fuel oil filters. Equipped with a 50 x 44 Columbian 5-blade propeller, the boat's speed during the trial runs was approximately 11 knots. She has a 3" Tobin Bronze propeller shaft with Goodrich Cutless rubber stern bearing.

The fuel oil tanks in the engine room have a total capacity of 4,000 gallons. There are two 270 gallon water tanks and a 55 gallon lubricating oil tank. Lubricating oil is filtered through two Hilco Hyflow units.

An Onan Diesel generating set, Model 3 DSP 32-40 volts

DC, supplies all the necessary power for the trawler's refrigerator, lights and other electrical equipment. Batteries are 32-volt heavy duty Surrlette in four 8-volt trays.

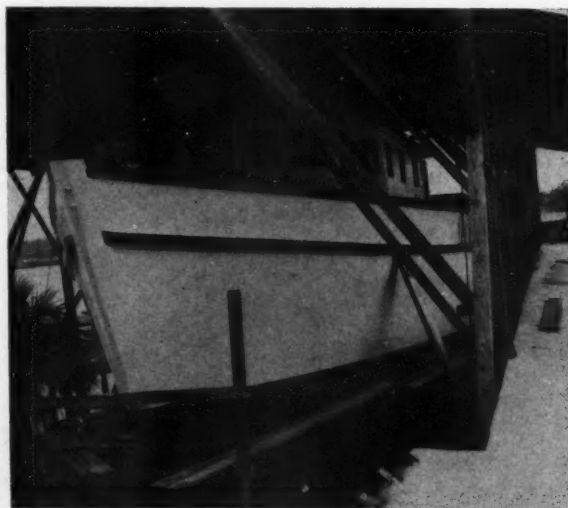
The boat is equipped with Marine Products clutch-operated bilge pump, Jabsco auxiliary bilge pump, and 1500-watt Delco-Remy generator. Chains and sprockets are of Link-Belt make. Kidde fire extinguishers include a 5 lb. C-O-2, 1 qt. carbon tetrachloride and 2 1/2 gal. foam type.

The entire hold of the vessel, including bulkheads and sides, is insulated with 3" thick Dow Styrofoam, with Reynolds aluminum vapor barrier placed between the insulation and the hull.

The vessel is rigged with Columbian rope, and the rope and snatch blocks were furnished by Madesco Tackle Block Co. The hoist is a Model 518T Stroudsburg, operated from a power take-off on the main engine.

Marine Supply & Oil Co., St. Augustine, furnished the new trawler with shrimp trawls and trawl doors, American Steel & Wire Tiger Brand wire rope, Gulf Diesel oil and Union lubricating oil.

Following the exposition, *Miss Powerama* will return to the regular Gulf of Mexico shrimping grounds to take up a lifetime career of supplying shrimp to the tables of appreciative Americans.



New 83' trawler "Gisela" designed and built by C. J. Hotz at Gulf Trawlers, Atlantic Beach, Fla. Of 68 net tonnage, she has a steel frame and every sixth rib is of steel. Other ribs are 3 x 6" oak, planking and ceiling are 2" fir. Power will be furnished by two General Motors 6-71 Diesels in tandem, with 5:1 power transfer gear, turning a Michigan 5-blade propeller. There will be 3 refrigerated holds, and crew accommodations for 12 men.

New Trawler "MISS POWERAMA"

For Display at
GENERAL MOTORS
POWERAMA

We are proud to have built the 67' x 18'6" shrimp trawler for display at the General Motors Powerama in Chicago. She will provide worthy and prominent representation for the Shrimp Industry at this "World's Fair of Power".

"Miss Powerama" is typical of the many fine trawlers built at our yard—sturdy construction from quality materials by experienced craftsmen—designed for pay-load fishing. Satisfied owners know our boats have built-in earning power.



Over 500 Boats Built • Boats Available for Immediate Delivery

DIESEL ENGINE SALES INC.

ST. AUGUSTINE and FORT MYERS, FLORIDA

There's a

RITCHIE COMPASS

aboard the "MISS POWERAMA"



Made in both overlighting
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Can Be Fitted to Fisherman
Bracket, Box or Binnacle

Available at local dealers or from

E. S. RITCHIE & SONS INC.

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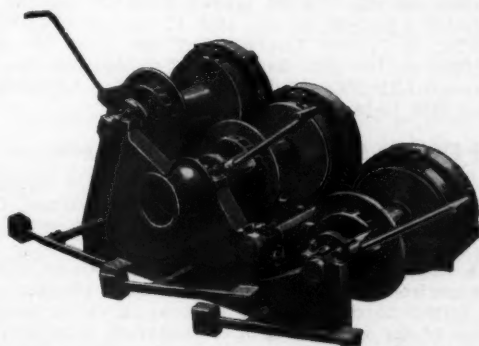
PEMBROKE, MASS.

STROUDSBURG HOIST

is aboard the trawler

"MISS POWERAMA"

Built by Diesel Engine Sales Inc.



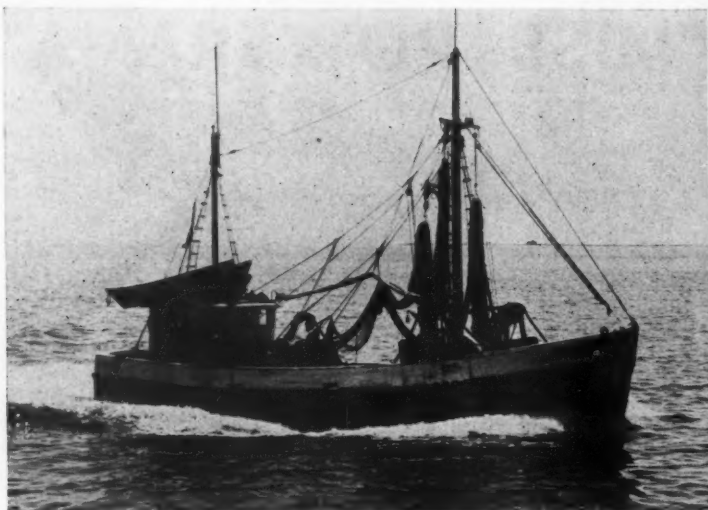
The Stroudsburg Hoist is standard equipment on the shrimp trawlers being built by Diesel Engine Sales Inc., St. Augustine, Fla.

Made of the most durable materials, Stroudsburg Hoists are designed to provide maximum length of service at minimum cost. They are made in single, double and triple drum models.

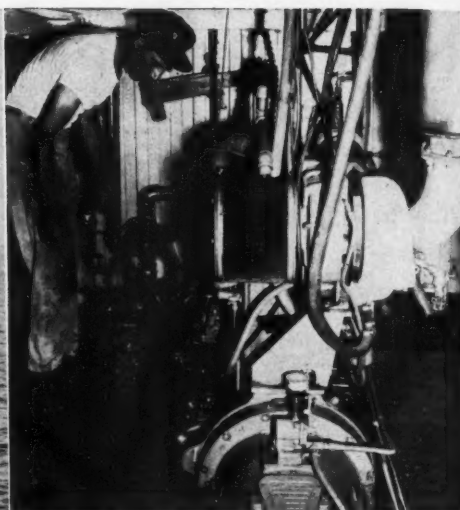
STROUDSBURG ENGINE WORKS

Box 207, Stroudsburg, Penna.

"The Fishermen's Choice is the Stroudsburg Hoist."



Capt. Manuel Thomas' 62' x 18' x 9' dragger "Joan and Tom" of Provincetown, Mass. At right, engineer Tony DeCosta gives the boat's new turbo-charged Buda Diesel its first oil change. The engine, first



of its type in New England, is a Model 8DATMR 1125, rated 255 hp. at 1600 rpm., installed by Flyer's Boat Shop. Fitted with Capitol 3.88:1 hydraulic reduction gear, swings 52 x 36 Columbian propeller.

Gloucester Boats Set Record For Day's Whiting Landings

A new record for one day's whiting receipts was established on July 5, when 1,052,000 lbs. were landed by a fleet of 28 draggers. Major trips, of an amount unheard of in past years, were on the dragger *Dolphin*, which had 120,000 lbs.; *St. Anthony*, 120,000 lbs.; *Cigar Joe*, with 90,000; *St. Peter* and *Santo Antonino*, with 70,000 lbs. each; and the *Saint Rosalie*, 75,000.

During the month of July the fishing vessels landing at Gloucester brought in more than one million pounds (including all varieties) on twelve different days. On the 1st, 27 vessels landed 1,605,500 lbs.; on the 5th, 33 vessels landed 2,212,000; on the 7th 8 vessels landed 1,020,500; on the 11th 34 landed 2,830,500; on the 15th 36 landed 1,336,500; on the 18th 12 landed 1,144,000; on the 21st 16 landed 1,043,000; on the 22nd 25 landed 1,756,000; on the 25th 30 landed 2,020,500; on the 26th 21 landed 1,816,500; on the 28th 29 landed 1,156,500 and on the 29th 10 landed 1,144,500 lbs.

Boat Owners to Buy Davis Bros. Property

A group of local fishing vessel owners are forming a corporation to be known as Rogers Street Wharf Corp. They recently acquired an option to buy the former Davis Bros. Fisheries property.

The newly-formed organization is interested only in the waterfront portion of the Davis Bros. property, and they intend to develop this area as much as possible. Officers of the new group are: president, Sam Novello; treasurer, Capt. Girolomo Lovasco; clerk, Benjamin Chiancola; directors, Sebastian Mocerri, Nino Branca Leone, Joseph Parisi and Charles Parisi.

"Blue Waters" Pumps Pogies from Seine

The whiting dragger *Blue Waters*, Capt. Santo Mineo, has been using a pump to remove pogies from the seine during a catch. This replaces the old dip-netting procedure and saves hours of labor. The pump has a 10-inch suction line.

The *Blue Waters* is able to pump 300,000 lbs. of pogies out of its seine in 1½ hours. It took between 4 and 5 hours to do the job by the old dip net removal method.

Many of the Maine and Southern boats use the pumping method, but it is believed the *Blue Waters* is the only Gloucester vessel to try it.

Huke to Represent North Carolina Shipyard

Richard H. Huke of Gloucester, who has had training in Diesel engineering and boatbuilding, has been appointed New England representative for Morehead City Shipbuilding Corp., Morehead City, N. C. The North Carolina shipyard builds Hatteras and Downeaster Beam Trawlers, the latter being designed especially for work in the North Atlantic.

Shrimp Quality Campaign

(Continued from page 12)

chez was one of the first Americans to operate in Mexico, and his company has a sizable fleet of trawlers in Texas. He is a member of the Texas Shrimp Association.

In commenting on quality improvement, the new president said: "Generally speaking, we're producing better shrimp than we did a year ago, and that means we're making progress. We certainly have every reason for optimism toward the future of the industry, because the better quality we can pack into our cartons, the easier it will be to expand the market."

One of the first things on the agenda of the new president is a trip to Panama and Ecuador, in an effort to induce shrimp producers in those two growing shrimp areas to organize local associations and through them affiliate with the Shrimp Association of the Americas. Each of these countries is producing about 4,000,000 pounds of shrimp annually, and although small in comparison to hemisphere production, it will be a step forward if the producers there can be sold on the advisability of affiliating with the Association and thereby contributing toward further promotion of shrimp and the expansion of the market.

Besides Sanchez, other officers elected were: 1st vice-president, Augustin L. de la Barra, Mazatlan, Mexico; 2nd vice-president, Miguel Zepeda, Carmen, Mexico; secretary, John Ferguson, Fort Myers, Fla.; and treasurer, J. R. Clegg (re-elected), Brownsville.

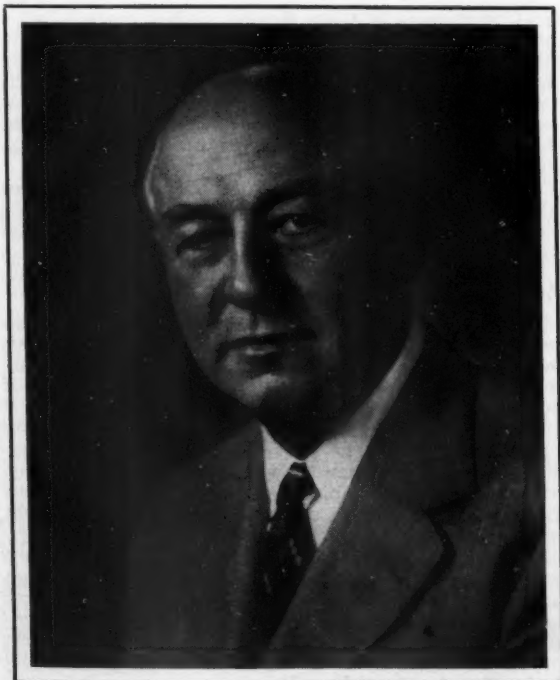


AN IMPORTANT MESSAGE FROM THE SECRETARY OF THE TREASURY

A THREE-WAY PARTNERSHIP THAT BENEFITS EVERYBODY

*How the public, the magazine publishers and the
U. S. Government cooperate to help keep
the nation's economy growing always stronger*

AS a reader of this magazine, the chances are that you belong to a "three-way partnership" dedicated to intelligent saving and a sound economy. For you probably buy United States Savings Bonds. Nearly 40 per cent of the families in America own them. Most Bond-owning families have saved enough in this way to pay for a serious illness, to provide something for old age, to make a down payment on a house or take a long trip. And perhaps most important, these families have the wonderful feeling of security that the ownership and holding of these Bonds bring.



Americans today are buying Savings Bonds at an annual rate of more than \$5,000,000,000. In the time it takes you to read this page, approximately one minute, America will buy \$10,000 worth of Series E and H Bonds!

How, you may ask, did this come about?

It came about through a great program of voluntary cooperation with the Treasury Department on the part of many groups, organizations and citizens. The magazine publishers have from the beginning been among the major supporters of the Bond program. They contribute millions of dollars' worth of advertising space each year.

Full credit for making Bond-buying a national habit is due that "three-way partnership"—the American citizen, the Government, and the volunteer groups, such as the magazine publishers, who bring buyer and seller together through the pages of their publications.

All three partners will profit further by continuing to help increase the nation's saving through the sale of Savings Bonds.

For so effectively promoting the national welfare I wish, on behalf of the Government, to extend to the magazine publishers our most sincere thanks.

Secretary of the Treasury



Originators of
"WESTERN JIB"
and "EVEN-PULL"
TRAWLS

WESTERN NET SHOP

"Speck" Harris

"Whistle" Rhodes

FREEPORT, TEXAS

AUTOMATIC BILGE CLEANER

SAVES MONEY—AND LABOR



**LET THE ROLL
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IN THE BILGE

Reaches where nothing else can—gets all grease, slime, even underneath engines and floorboards. Cuts labor costs—no more scrubbing and scraping. For the first time your bilge will be really clean! **Ends Fire Hazard**—Mixes floating gas or oil with the water and keeps it emulsified so it's pumped out when you pump the bilge. **New deodorizing additive** kills odors (shrimp boats use it instead of pine oil). Protects caulking, harmless to paint, fittings, even hands.



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Saves time and money. Quickly and easily removes all gurry, avoids spoilage. Protects the quality of your catch.

CLEANS EVERYTHING ABOVE AND BELOW DECK



Automatic Bilge Cleaner fills ALL cleaning needs. Gull droppings, fish gurry quickly removed. Non-caustic—use it safely anywhere on the boat. Popular in galley—the perfect salt water soap for dishes, pots, pans, etc. Washes clothing, bedding, canvas, woodwork.

Low priced, Pint \$1.29; Qt. \$1.98; Gal. \$7.50.

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SUDBURY LABORATORY, Box 57, South Sudbury, Mass.

Dealers: Write for Special Offer

AMERICA'S No. 1 BILGE CLEANER

Texas Shrimp Production Shows Big Increase

Total landings of shrimp for the first eight months of the current fiscal year were 32,102,230 lbs., as compared with 26,178,690 lbs. for the same period in 1954. Good weather during the 30-day period preceding July 25 boosted the production of shrimp along the Texas coast. A run of medium to large white shrimp was located near the Galveston area on the north coast early in the month, and shrimp fishermen made good catches while following the run down to the middle coast off Aransas Pass. Medium and large trawlers made hauls up to 2,500 lbs. per day.

Aransas Pass district led others during the 30-day period, with landings of 1,553,600 lbs. of heads off shrimp. Galveston-Freeport was second with 1,263,100 lbs. Brownsville was third with 1,008,500 lbs., and Port Isabel reported 357,000 lbs.

Total landings were 4,331,500 lbs. heads off shrimp. During the same time last month, landings were only 1,919,100.

New Trawler Launched

The Texas trawler fleet got a new boat recently when the *Six Kids*, owned by Manuel A. Sanchez, Jr., went into operation at Brownsville. The trawler, built at Bayou La Batre, Alabama, has a 65-ft. welded steel hull and a beam of 19 ft. She will become part of Texas Trawlers, Inc., a production division of the Brownsville Shrimp Exchange, of which Mr. Sanchez is vice-president.

The new trawler is powered with a General Motors 6-110 Diesel, driving a 52 x 44 four-bladed propeller through 4.5:1 reduction gear. Other equipment includes Jabsco pumps, Onan generating set and Stroudsburg hoist.

Casey's Seafoods Sold

Eugene Webster has purchased the processing plant known as Casey's Seafoods at Aransas Pass. This plant, owned by Casey Zorn and B. A. Mobley, has operated for several years at Conn Brown Harbor.

Aransas Pass Fleet Blessing

Approximately 8,000 spectators viewed Blessing of the Fleet ceremonies at Conn Brown Harbor in July, when Aransas Pass held its annual Shrimp-O-Ree. Services were held aboard the flagship *El Rancho*, 61-ft. trawler owned by C. O. Robert. This boat won first prize in the competition for the best decorated boat over 60 ft. in length. Mr. Robert's *Blue Bonnet* also took second prize. Third place went to the *Frances Brander*, owned by J. D. Welborn and Bob Upton.

The *Bonita*, owned by Marion Starcich, took first place in the competition for boats under 60 ft. in length. *White Seal*, owned by Tommy Mowles, placed second, and *Minnie Esther*, owned by Marion Johnson, was third.

Marine Supply Co. Sold

The Marine Supply Co. on the Aransas Pass waterfront, formerly owned by members of the Texas Fishermen's Co-op, has been purchased by H. R. Hall and Ann R. Hall. The firm will continue to be operated under the name of Marine Supply Co., Inc. of Aransas Pass.

The Company operates a net shop, repair department, a hardware department with a full line of marine supplies and equipment for the shrimping fleet. C. J. Roy, formerly with the Empire Boat & Dock Co. of Corpus Christi, has been named manager of the firm, with eight employees.

In addition to the Aransas Pass firm, the Halls own Jackson Supply Co. of Mobile, Ala., and the American Block Mfg. Co., where wire rope sheaves and all types of rigging supplies are made. The Halls have started construction on a building at Port Isabel to house another shrimp fleet supply business. It will be known as the Marine Supply Co. of Port Isabel.

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and Stocked by
**WESTERN
NET SHOP**



R. C. Rhodes, left, and V. L. Harris of Western Net Shop, Freeport, Texas, holding model of Western Jib Shrimp Trawl.

... and used by Fishermen and Fleet Owners

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- Laid right for easy handling.
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New Bedford Rope is stocked in all major ports.



NEW BEDFORD CORDAGE COMPANY, New Bedford, Mass.

New Shrimp Trawl Eliminates Tapers

(Continued from page 14)

tion will be 2/3 of the third or 140 meshes. The fifth and last section will be adjusted to go on a 160 mesh bag, one single and one double all around the bag. In this case the last section would come out 6/7 of the fourth section or 120 meshes.

Hints on Construction

For the actual construction cut off 470 full meshes from the bale of webbing, 200 meshes deep. Count down 29 meshes from the full mesh end. Pick up the half mesh end of the strip, tie this onto the full mesh end, and sew down. When you come to the last mesh split this strip and you have the front section of the trawl.

The easiest way to make the remaining sections is to order your webbing 50 meshes deep, double selvage on one side only. No further counting is necessary. Start in the middle of the top and sew on one single and one double all around the top, with the double selvage up. The same for the remaining sections keeping the single seam down the centerline of the top. The final section

will sew on one double and five singles. Make up the wing and jib sections separately and sew onto the body. Reference to the accompanying illustrations will make the procedure clear.

Same Amount of Webbing

Approximately the same amount of webbing is used as for a 4 x 1 tapered body trawl, and there are less knots to be tied. An additional inherent advantage with this body style is that when the bottom shows signs of wear the body can be cut free just behind the setback and the whole body turned upside down so the wear of dragging will be on the other side of the net. Thus you get a longer net life for the whole rig.



Among shrimpers equipped with the new Western Jib Even-Pull trawl is the 72' trawler "Carleen F." owned by Capt. Hollis Forrester, who fishes off the Gulf Coast. Rochester wire rope is used aboard the vessel, including her trawling cable, 1/2" manila covered wire rope for hanging the trawl, and 5x19 stainless steel cable in place of the conventional hook-up chain. She is rigged with New Bedford cordage, having 1 1/4" manila anchor line, 3/4" manila tackle line and 1 1/4" Nylon cable to replace deck towing chain. She has a 190 hp. Murphy Diesel.

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Capt. Gordon Crockett, waterman of Crisfield, Md., making crab pots for his own use.

Virginia Insurance Regulation Change Sought to Aid Industry

E. J. Morgan of Hampton, president of the Virginia Assoc. of Insurance Agents, believes that a change in State insurance regulations appears to be the only solution to a situation preventing commercial fishing boat operators from getting adequate insurance protection in Virginia. Protection and indemnity coverage, which protects trawler operators in the event a crew member is injured, is not available on the American insurance market.

Present State insurance regulations are said to prohibit Virginia agents not only from selling policies for foreign companies which do offer the protection, but also from even advising trawler operators where such insurance is available. The only chance a Virginia trawler operator has of coming by the insurance is to talk with agents in one of the many States where special provisions have been made to allow them to write policies for foreign companies.

Hot Weather Improves Crabbing

July was an extremely hot month for the Tangier crabber, but the heat waves brought crabs out of their burrows and distributed them over the crabbing grounds in such numbers that crabbers have been able to capture from 500 to 900 peelers a day to the scraping boat.

The crab packers also were doing better. Instead of shipping 40 or 50 boxes of soft crabs a day to the Crisfield markets, they were sending from 120 to 160 boxes a day.

Biologists at the Virginia Fisheries Laboratory predicted recently that the large numbers of small crabs in the Chesapeake Bay area creeks would bring a sudden increase in the crab catch during this month. Another indication that a crab shortage of almost a year may end soon is that crab pot fishermen are catching fair numbers of three and four-inch crabs, the first of the 1954 hatch.

The small crabs are a good sign because they indicate a good supply of crabs next Fall and Winter. However, these crabs pose a problem at present because they are under the 5" minimum size and must be culled.

Willard A. Van Engel and Frank Wojcik, crab research biologists at the Fisheries Laboratory, are at work on a modified version of the Virginia crab pot that would allow crabs less than five inches wide to escape from the pot. The device, if it proves successful, would save hundreds of thousands of crabs each year.

Fishermen Setting Traps

Very little pound fishing was done last month by Tangier Island fishermen. Instead, two of the fishermen—

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95 FOOT PATROL BOAT



40 FOOT PICKET BOAT

The Coast Guard fleet that plays watch-dog along the coasts and possessions of the United States is taking on a new look—scrappy, 20 knot, 40-foot steel picket boats, and fast, seaworthy 95-footers. Through scientific test and experience, the Coast Guard knows how to equip its boats, so new construction carries Danforth® anchors. In all kinds of weather, and off the Atlantic, Pacific, Gulf, Hawaiian, Alaskan, and other Coasts, the Coast Guard depends on the one anchor that *holds* better and *handles* easier than any other anchor—the Danforth®. Isn't it time for you, too, to give that old bower the deep six and invest in the security that only Danforth® can give you?

Captains Peter Crockett and Wyatt Pruitt—have been getting ready for Fall fishing and are now setting traps in the mouth of Cod Harbor to catch blues, trout, spot and butterfish that are expected to be plentiful in the Sound.

Senate Committee Approves Funds for Dredging

The Senate Appropriations Committee has taken the first step toward stimulating the Mathews seafood industry by approving \$298,000 for the dredging of Davis Creek and Winter Harbor. The latter project will include a channel 12 ft. deep and 100 ft. wide from that depth in the Chesapeake Bay into the mooring, according to Bradley Hudgins, a resident of Winter Harbor. Hudgins also said there would be a turning basin in the harbor.

Parramore Island Purchase by Navy Denied

The proposal of the Navy to purchase Parramore Island off the coast of Virginia for use as a jet plane bombing area has been vetoed in conference between the Senate and House. This is welcome news for the fishing industry operating in the vicinity of Wachapreague.

Hampton Roads Area Landings

The fish yield in the Hampton Roads area during the month of July totalled approximately 800,000 lbs., which was a drop of 125,000 lbs. from June, but a slight increase over July, 1954. Pound net landings, at 752,000 lbs., accounted for nearly the entire catch. As in June, croaker was the leading variety, with production of 345,000 lbs., followed by gray sea trout, with 188,000 lbs.

Spotter Plane Fatalities

Wilmer B. Jenkins of Standard Products Co., White Stone, and Neil Jacobson of the Menhaden Co., Reedville, were killed recently when their fish spotter planes collided and fell into the sea about seven miles NNW of Cape Henry Light at the entrance of Chesapeake Bay.

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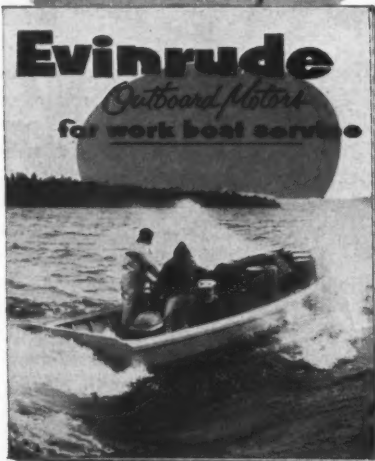
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Rhode Island Boat Chartered for Tuna Explorations

The Fish & Wildlife Service has chartered the 83' converted sub-chaser *Stormy Weather* from the Blount Seafood Corp. of Warren, R. I., in an attempt to determine the feasibility of commercial fishing for tuna on the East Coast. The craft will operate in the Gulf of Maine, Georges Bank and around Montauk Point during August and September. Additionally, the Fish and Wildlife Service will dispatch its own boat, the *Delaware*, off Newport, Cox's Ledge and Montauk for 12 days to fish for tuna.

Michael Ruggiero of Bristol, a specialist for the North Atlantic Exploratory and Gear Research Section of the Fish and Wildlife Service, said crews of both craft will use live bait to "chum" for the tuna. Ruggiero will be a member of the crew of the *Delaware*.

Both crews will employ the same technique as that used for commercial tuna fishing on the West Coast. The men will fish with short bamboo poles rigged with short lines and feathered, barbless hooks. As fast as the fish are caught the fishermen will flip them over their heads and off the hooks into the holds of the boats.

Studies made during the past four years, Ruggiero said, indicate there is enough tuna on the East Coast to support a commercial tuna fishing industry. Tuna canneries, he said, are located in Maine and Massachusetts.

Landings Show Increase

The landings of fish and shellfish at Rhode Island ports during May amounted to 19.7 million lbs., valued at \$517,200 to the fishermen. This was an increase of 1.8 million lbs. in quantity and \$36,000 in value.

Species showing the most gain were yellowtail, scup, sea bass, hard clams and squid. Hard clams continued to lead all other species in total value, with nearly 514,800 lbs. of meats worth \$156,000 to the fishermen. Lobster brought the highest price, an average of 53 cents per pound.

Transplanting Quahaugs

The second large-scale transplanting of quahaugs from polluted to clean waters will start this month, according to John L. Rego, State Director of Agriculture and Conservation. Rego conferred with dredgers to explain to them the conditions under which the State will hire the mechanical rigs to dig quahaugs

from the Providence River at 50 cents a bushel.

The quahaugs then will be dropped into clean water off the Barrington shore, south of Nayatt Point. The area will be closed for two to three weeks until the shellfish have been cleansed. A few thousand bushels also will be transplanted to the Sakonnet River for the benefit of dredgers.

Towboat Rigged for Seining

The former towboat *Champion III* owned by Ernest Coggeshall, Newport, R. I., has been rigged for seining. She has been repowered with a Model 1879, 171 hp. Buda Diesel with Twin Disc 2:1 reduction gear and 48 x 30 propeller, sold by Rapp-Huckins Co., Boston.

Quahaugs in Allen Harbor

Officials of the State Division of Fish & Game sailed into Navy-controlled Allen Harbor near the Quonset Naval Air Station last month and found a rich carpet of quahaugs on the muddy bottom. John L. Rego, State Director of Agriculture and Conservation, said he would confer with officers in charge of the Naval Supply Depot at Davisville to attempt to work out some agreement to enable handrakers to harvest the quahaugs.

Quahaugs have been banned from the area for security reasons for several years, but Rego said he is hopeful some arrangement can be made under which the Fish & Game Division would supervise the shellfishermen during certain hours. It is estimated that between 10,000 and 15,000 bushels of quahaugs are in the 60-acre workable bottom of the harbor, and that the take would yield commercial fishermen more than \$100,000.

Support Conservation Director

Firm support for the opening of the Nausauket-Buttonwoods quahaug beds was voiced recently by a majority of the members of the Governor's Advisory Council on Fish & Game. In a statement issued after the "emergency" meeting to discuss the controversy developing over the opening of the lush quahaug grounds, the Council said it passed by majority vote a resolution endorsing the action of John L. Rego, State Director of Agriculture and Conservation.

Rego has been the center of the dispute since the area was opened July 14. Commercial shellfishermen have accused him of creating a glut on the market by opening the grounds, thereby dropping the price of littlenecks to as low as five cents a pound.

The Narragansett Handrakers Assoc. had appealed to the Governor to close the area because of sliding prices. Rego contended he could not close the area for economic reasons.

New York Landings Show Increase

Landings of commercially-caught fishery products in New York during May amounted to 4.5 million lbs., valued at nearly \$573,000. Compared to the production of the same month last year, this represents an increase of 13 per cent in volume and 33 per cent in value.

Fish and shellfish items showing significant increases in landings during the month were blackback, mackerel, whiting, hard clams and sea scallops.

Total landings for the five-month period ending with May amounted to 21.9 million lbs., valued at 3.3 million dollars to the fishermen, an increase of 3.1 million lbs. in quantity and \$574,500 in value.

Seek Trash Fish Plant

Efforts are now underway to have a trash fish plant locate on Long Island, to be capable of processing some 100,000 lbs. of scrap every 24 hours. Last Winter some of the Long Island dragners were running their scrap catches to plants located in nearby States, and it is believed that the entire dragger fleet would welcome a plant of this type on Long Island.

Each year, unmarketable types of fish plague the fishermen, particularly the dragger. This Spring saw a great abundance of skates, and dragners reported that many tows resulted in "splits" to get their nets aboard. Of the hundreds of bushels of skates, dogfish and sea robins, only a small amount of marketable fish are worth saving.

Oyster Spawning Underway

Spawning of Long Island Sound oysters began on June 30, and examination of the beds made on July 20 by the Fish & Wildlife Service laboratory at Milford, Conn., showed that the thickness of the gonadal layer of the oysters varied from 0.3 to 2.35 mm., averaging approximately 1.5 mm.

Parallel with the increased spawning activities, oysters with more than half and with completely discharged gonads began to appear. On July 21 approximately 13 per cent of the oysters were still ripe, but had not begun to spawn, 58 per cent were less than half spawned, 20 per cent more than half spawned, and 9 per cent completely spawned. Oysters of the last category were most numerous in the samples collected at about a 10-ft. depth in the New Haven area. Setting of oysters also has started.

The setting of starfish is extremely light and not of general nature. For example, examination of the collectors on July 18 showed the presence

of only one starfish spat per 20 shells at Station 3, and two starfish spat at Station 9 for the same number of shells. Collectors at all other stations were free of starfish.

Many drill egg cases examined at several stations on July 20 were either already empty or contained young drills ready to escape. It is believed that at this time the release of a new generation of drills proceeds in the Sound on a large scale.

New Jersey Boats Make Good Bluefish Catches

According to the captains of the charter boats, bluefish are in the New Jersey area in numbers and appear to be as big as any seen for some time. The skippers also report that the current breed of blues is about the most savage in this area for several years. It is not expected that the size has anything to do with the savagery, but rather that they are just a little hungrier than usual.

Most boats report that the average catch is about 30 for a crew of five. When properly prepared, the blues are as tasty a dish as can be found.

Fishing Boat Towed In

The 50-ft. fishing boat *Huckleberry*, owned by Charles Clarke of Mayville, was towed into Cape May Harbor last month after being disabled off Lightship '57 when a line became entangled in the rudder. Another fishing boat notified the Coast Guard and they towed the vessel to shore.

Big Sea Day Celebration

New Jersey's Seafood Princess Contest was scheduled to be held August 13 at Point Pleasant in connection with the resort's annual Big Sea Day Celebration, according to the Dept. of Conservation & Development.

In announcing this seventh annual event, Commissioner McLean said New Jersey has pioneered in promoting the contest to select a reigning princess of the seafood industry. The State ranks high in commercial seafood production, and the Point Pleasant celebration helps to focus attention on this important segment of the State's economy.

Magazine Feature Fisheries

The July issue of "New Jersey Outdoors"—the 5th anniversary number—is devoted exclusively to the many activities of Jersey shore and salt water fishing. The magazine, official publication of the State Division of Fish & Game, includes articles on the multiple use of marine and coastal resources; commercial fishing; crustaceans; mollusks such as clams and oysters; party boat fishing, etc.

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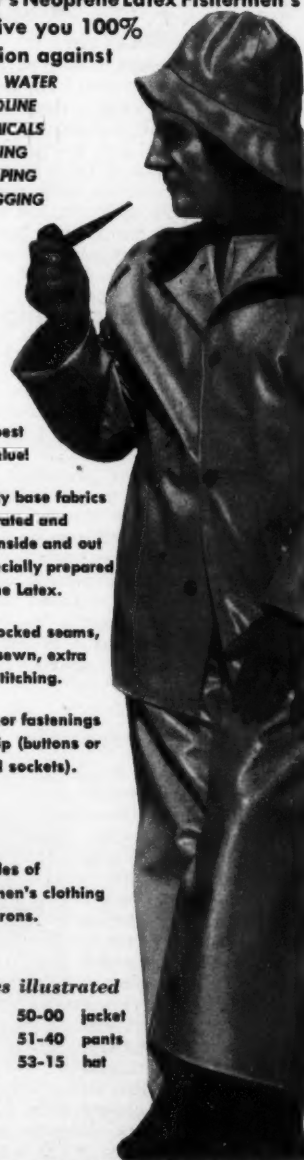
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Styles illustrated

- 50-00 jacket
- 51-40 pants
- 53-15 hat

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EQUIPMENT and SUPPLY NEWS

New Shepherd Nylon Net Mending Needles

A new line of patented net mending needles made of pure nylon has been perfected by J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio. These needles will be marketed under the trade name of Flexso-Nylon, and are available in medium and large sizes from 6½" x ⅞" to 8" x 1".



Shepherd nylon net mending needles.

The new needles are similar in design to conventional needles used by fishermen for many years, but are lightweight for easy handling and speed in use. According to the manufacturer, the nylon material produces a needle that is practically unbreakable, will not warp, and is unaffected by oil, tar, heat or solvents. Strains that normally produce breakage in the conventional rigid needle merely cause a flexing motion in the nylon material. In addition, the tongue portion of the needle has been extended to prevent premature unwinding of the twine spindled onto the needle.

Graymarine Speed-Slip Calculator

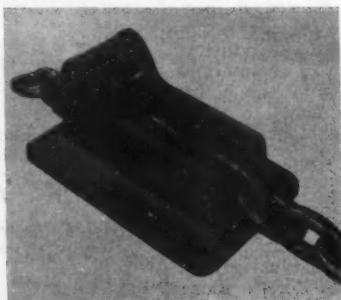
Graymarine's Speed-Slip Calculator for Naval Architects and boat owners is again available. Developed and copyrighted by Graymarine's Engineering Department, this "circular slide rule" enables the skipper to check the efficiency of his boat, its propeller and engine.

The operating principle of this calculator is based on the correlation of propeller pitch in inches, propeller speed in revolutions per minute, boat speed and percentage of slip. If any three of these factors are known (or assumed), the fourth can be determined at a glance from the Speed-Slip Calculator.

Copies are being mailed to all Naval Architects and boat builders. Individuals can purchase the Speed-Slip Calculator at the production cost of 25¢ each, either from their local Graymarine dealer or distributor, or by writing directly to Gray Marine Motor Co., 710 Canton Ave., Detroit 26, Mich.

New Chain Stopper by Ideal Windlass

A new pawl type chain stopper currently being manufactured by Ideal Windlass Co., Inc., of East Greenwich, Rhode Island, is designed to relieve the strain on the anchor windlass, gear train, and brake mechanism caused by anchoring in rough water or riding at anchor for prolonged periods of time. The new Ideal chain stopper is available in sizes to handle chains from 5/16 BBB to 1½" studlink. Units up to ⅝" are made of cast bronze—larger sizes are of welded steel.



New Ideal chain stopper

The Ideal chain stopper is easily installed and should be placed directly in line with the chain as it leads off the wildcat to the hawsepipe or bow chock.

Bulletin on Nordberg Auxiliary Engines

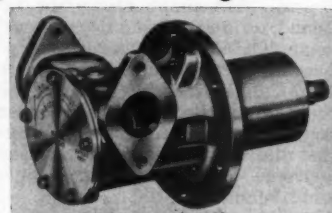
The publication of a new twelve-page bulletin entitled "Nordberg Power Chief Diesel and Gas Engines" has been announced by Nordberg Manufacturing Co., Milwaukee 1, Wis. Printed in two colors, the bulletin shows product and installation views of the Company's auxiliary engines along with specifications and pertinent data.

Nordberg Power Chief engines are compact, complete, self-contained units. The Diesels are furnished as one, two, and three cylinder models ranging from 10 hp. to 45 hp. They are available with stub shaft or clutch power take-off and as engine-generator sets.

The gas engines, built as power units and generator sets in one cylinder and two cylinder models, are rated 18 hp. and 36 hp. maximum, respectively. Nordberg Power Chief engines are used in a wide variety of applications which include auxiliary power aboard fishing boats.

New Jabsco Pumps for Marine Engines

Jabsco Pump Co., 2031 North Lincoln St., Burbank, Calif., has announced new pumps for Caterpillar, Hercules, Buda and Nordberg engines. These pumps are equipped with ball bearings sealed and lubricated for long life, and are for flange mount installation. They combine all of the features applicable to Jabsco pumps such as, self-priming, one moving pumping part, compactness, and servicing without removing the pump from installation. The units are designed to operate at maximum engine speed and to maintain their priming ability at all speeds even when idling. All metal parts are constructed of marine bronze.



Jabsco Model 3900 pump for Caterpillar Diesels.

Pump Model 3900 has 1½" pipe size and is for the latest design Caterpillar Diesels, including D311, D315, D318, D8800, D13000 and D17000. The pump will be sold and distributed exclusively by Caterpillar Tractor Co.

For flange mounting on the latest heat exchanger-equipped Hercules DIX4 and DIX6 Diesels, supercharged and non-supercharged, Jabsco offers its Model 4040 with 1" pipe size. The Jabsco Model 3670 has 1½" pipe size and is for Buda Diesels, including the 6-DAMR-779, 6-DAMR-844, 6-DASMR-844, 8-DAMR-1125, 8-DASMR-1125, 8-DATMR-1125. The pump will be sold and distributed only by Buda Engine and Equipment Co., Inc.

Two new pumps for the latest-designed Nordberg engines are the Model 0019 with ½" port size, which is for the Bullet, Arrow and Bluefin; and the Model 0020 in ¾" size for the Nordberg Knight, Tarpon and Marlin. These Jabsco pumps will be sold and distributed exclusively by Nordberg Manufacturing Co., Milwaukee, Wis.

Data Sheets on New Raytheon Telephones

Product Data Sheets PD 1-310, available from Raytheon Manufacturing Co., Waltham, Mass., describe the firm's new marine radiotelephones, including the 10, 35, 60 and 125 watt models. All four telephones are approved by the FCC and make use of the latest developments to provide optimum performance under all weather and atmospheric conditions. All units are protected from corrosion and are easily installed, maintained and operated.

International's Viny-lux Antifouling Paint

International Paint Company's Viny-lux (vinyl-base) paints for boat bottoms, although comparatively new, have proven their protective qualities, durability and excellent antifouling properties. These paints have been successfully used on wood, fiberglass, plastic, steel and aluminum boat bottoms, in salt and fresh water. Viny-lux paints embody in their formulation the same standards of quality as in all other Interlux products.

"Micro-Lube" Tune-up and Break-in Oil

Reports of laboratory and user tests and complete list of recommended uses for "Micro-Lube", a specially-processed lubricating oil for blending with crankcase oil and fuel in all types of internal combustion engines using gasoline, Diesel fuel or natural gas, are available from Micro-Lube Sales, 2030 Irving Blvd., Dallas, Texas. The product is recommended for use in tune-up and break-in periods as it reduces friction and hard starting.

"Micro-Lube" acts to eliminate the formation of sludge, carbon and varnish by disintegrating the binders of these causes of engine sluggishness. It is claimed to remove condensation in fuel tank, line, carburetor and bowl when blended with the fuel, and also removes crankcase condensation.

This specially-processed lubricating oil is recommended as an inhibitor in the prevention of rust and corrosion. It has a high affinity for metal surfaces, leaving a microscopic film of lubrication for cold starts. The blending of "Micro-Lube" as recommended with lubricating oil does not change the viscosity of the oil.

Ascot Automatic Gas Hot Water Heater

The Ascot automatic gas coil heater, manufactured by Southern Heater Co., Inc., 844 Baronne St., New Orleans, La., provides a source of constant hot water for galley, shower and lavatories on boats. Though only 43" high and 14" wide, it will put out as much as 120 gallons of hot water per hour or two gallons per minute.

The Ascot operates economically from liquified petroleum (bottled) gas on any boat with a pressure water system, using only the gas necessary to heat water instantaneously as needed. Working parts are all of copper and brass, and good engineering insures efficient, quiet operation. The attractive Ascot heater exterior is finished in easy-to-clean porcelain enamel with heavy chrome trim. Safety features are built in.

"Sea Maid" Fiber Glass Fishing Floats

Molded Fiber Glass Co., Ashtabula, Ohio, announces the production of a new fiber glass fishing float and channel marker for Wilson Plastics, Inc., Sandusky, Ohio. Descriptive information is available from the latter firm.

Known as the "Sea Maid" buoy, the new float is said to be decay and corrosion resistant, as well as impact resistant. According to the manufacturer, it will last indefinitely without requiring maintenance of any kind. Bright, non-fading, molded-in colors make the float easily visible from a considerable distance.

The "Sea Maid" float is designed in the form of a cone, with a cylindrical hole running through its center from top to bottom. A pipe, which fits into the hole, attaches to an anchoring device.



"Sea Maid" fiber glass fishing float.

Apelco Introduces New Direction Finder

Applied Electronics Co., Inc., 1246 Folsom St., San Francisco 3, Calif., has announced the Model DFR-6 direction finder and general-purpose receiver. A high degree of portability is a feature of this reasonably-priced unit, due to its small physical dimensions and self-contained dry batteries of standard, readily obtainable types.

The DFR-6 direction finder is capable of precise bearings, produces sharp, clearly defined nulls. Nulls are made evident by the conventional aural method and visually by a sensitive tuning meter on cabinet top. Loop is electrostatically shielded to minimize effects of random pickup by stays, guys and other metallic objects; it is of the plug-in type and is continuously rotatable.

The receiver is a sensitive 7-tube superheterodyne and has three-band coverage: beacon band, 150-400 kc., broadcast band, 525-1600 kc., and SW band, 1600-4500 kc. A full vision slide-rule type dial facilitates station location and tuning. Loudspeaker is panel mounted, and is a permanent-magnet, heavy duty type.

The DFR-6 direction finder is housed in an attractively-finished wood cabinet complementary to any cabin interior. The unit is specifically designed for marine service, having been given moisture treatment throughout.



Apelco DFR-6 direction finder.

Booklet on "Cat"-Powered Fishing Boats

"Blueprint for Fishing" is the title of a new, two-color, 16-page booklet recently released by Caterpillar Tractor Co., Peoria, Ill. Fishing boat owners and operators should be particularly interested in contents of this pamphlet, which is illustrated with photographs and drawings of typical fishing craft, and contains owners' reports on Caterpillar marine engines.

Thomson Nylined Bearings for Marine Use

To obtain engineering data and demonstrate the performance of nylon marine bearings, Thomson Industries, Inc., Manhasset, New York, operates an interesting floating laboratory, appropriately named *Criteria*. This 41' flying bridge Chris-Craft has the Thomson Nylined bearings installed in many places and is equipped with special instrumentation to develop data on bearing performance.

Like the industrial Nylined bearings, the marine version uses a compensation gap in a floating liner to prevent dimensional changes in the bearing bore which otherwise would result from expansion and contraction of the circumference due to moisture absorption and temperature variations. The bearing also is provided with longitudinal grooves or serrations which allow water to flow through it. This flow cools and lubricates the bearing and also washes sand or other foreign matter through and out.

Some of the more interesting submerged applications on the Thomson Industries' floating laboratory ship are propeller shaft, cooling water pump and bilge pump bearings. Due to the inherent abrasion resistance and resilience of the bearing material, tests to date indicate negligible wear rate. Nylon is unaffected by salt water and therefore will not rust, corrode, rot or be attacked by electrolysis. Its resilience damps vibrations and prevents pound-out.



Now, EDO, famed builder of high performance sonar for the United States Navy and other fine marine electronic equipment for commercial craft, announces the Edo Model 320 Radar.

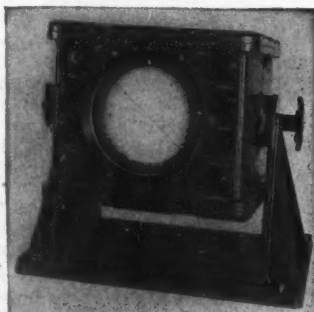
This fine, thoroughly-tested piece of electronic equipment has been created especially for use in small craft where space and generator capacity are limited. Operating on a wave length of 3.2 centimeters (X-band), it provides clear, precise definition of shore line, buoys, boats or other hazards on five scales—1, 2, 5, 10 or 20 miles—and showing objects as close as 25 yards—making it useful for operation in both open and restricted waters.

The exceptional performance of the Edo Model 320 Radar stems from the use of the compact, patented, slotted waveguide antenna which reduces side lobe reflections. This exclusive antenna cuts down windage and is impervious to weather. The Edo Radar has been designed for ease of operation, long life and simple maintenance. Despite its superior performance it is in the lowest-priced bracket bringing the time and money-saving advantages of radar to many owners of smaller boats who could not previously afford this latest aid to navigation.

You can install Edo Radar in your craft with utmost confidence, for it bears the famed Edo Flying Fish emblem, known and respected as the mark of superior, dependable performance on depth sounders, survey depth recorders, the famed Edo Fishscope, the Edo Loran and other marine electronic equipments. Write for further information.

5 Scales—1, 2, 5, 10 or 20 Miles

PPI Display Unit can be conveniently mounted on bulkhead, desk or overhead and is designed for greatest possible ease of operation. It can be fitted with hood for viewing under bright-light conditions.



New Bedford Firm Hopes To Erect Trash Fish Plant

Prepared to develop an animal feed supplement of which trash fish is an important component, a new firm, the Sea Products Corp., has been founded by a group of New Bedford men. The enterprise is the result of exhaustive scientific and economic study by the local men headed by Prof. Milton E. Parker, director of food engineering at the Illinois Institute of Technology in Chicago.

The Corporation plans to set up a pilot plant at the New Bedford Institute of Textiles and Technology where initial work can be done. It is hoped that plans and specifications can be prepared by January 1 to the end of erecting a commercial plant on the New Bedford waterfront.

Dragger Returns from South

Another of the New Bedford fishing vessels which left for Southern shrimp fishing grounds 18 months ago, has returned to port. The dragger *Captain Deebold*, Capt. Leif Talgo, landed her first catch at New Bedford on July 19, after an absence of 15 months. The vessel will remain in New Bedford for the Summer, after which Capt. Talgo expects to return to Cape May, where he has been operating for more than a year.

Palmers Island Light Change

A plan for floodlighting Palmers Island Lighthouse has been approved by the Coast Guard, it was announced recently. The change from operation of a steady green light on the Island, as a harbor guide, to floodlighting was requested by John F. Linehan, general manager of the Seafood Producers Assoc.

He said the steady green light was no help to incoming fishing vessels. The light blends with the new mercury vapor lights on the New Bedford-Fairhaven Bridge, which from a distance look green.

Hotel Serving Whale Steak

The New Bedford Hotel seems to be making some progress in popularizing prime sirloin of whale. A newspaper reporter from New Bedford recently tried one and declared it to be very good—like a good steak, with a little calves' liver flavor, and perhaps a faint tang of swordfish thrown in. The hotel buys shipments of 500 pounds at a time from Norway, which last about two months.

Kelley's Gets Weather Bureau Award

Representatives of the D. N. Kelley & Son, Inc. shipyard in Fairhaven recently received a 20-year public service pin from Oscar Tenenbaum, meteorologist in charge of the New England Forecast Center, U. S. Weather Bureau, Boston.

Since August 1, 1932, the shipyard has displayed a 24-hour, visual storm warning signal on either of two poles. On a 90-ft. mast, flags were flown for small craft warnings, storms or hurricanes. Another pole, about 80 ft. tall, was used for night warnings, with a set of red, white and red lights mounted high atop the mast.

Edward A. Sylvia, Jr.

Edward A. Sylvia, Jr. was the victim of a drowning accident off Nashawena Island on July 14. Mr. Sylvia fell from his 35-ft dragger *Angeline* which he operated with his son. The victim apparently lost his footing when a heavy sea caused the craft to list.

BOAT CATCHES

For Month of July

Hailing fares. Figure after name indicates number of trips.

NEW BEDFORD

Adventurer (3)	63,500	Katie D. (3)	176,500
Anastasia E. (2)	41,500	Kelbarsam (2)	35,200
Annie Louise (3)	27,600		
Annie M. Jackson (3)	99,000	Lady of Good Voyage (1)	28,800
Arnold (1)	9,800	Lera G. (3)	75,000
Austin W. (2)	58,500	Lorine III (3)	60,800
Barbara M. (1)	18,000	Marie & Katherine (3)	47,300
Bernice (2)	17,200	Mary Tapper (3)	96,000
Capt. Deebold (2)	51,700	Midway (3)	143,300
Carl Henry (2)	71,500	Mildred & Myra (1)	22,000
Catherine T. (1)	14,000	Molly & Jane (2)	32,500
Charles E. Beckman (4)	39,800	Nautilus (1)	65,000
Charlotte G. (3)	69,600		
Christina J. (3)	85,000	Pauline H. (2)	117,500
Dauntless (3)	36,900	Phyllis (3)	49,200
Driftwood (1)	4,200		
Ebenezer (2)	8,000	Roann (1)	20,000
Edith L. Boudreau (2)	51,900	Robert Ann (3)	81,200
Elva & Estelle (2)	23,500	Rosemarie V. (2)	55,000
Eugene & Rose (3)	78,200	Ruth Nancy (1)	12,000
Evelina M. Goulart (2)	88,200		
Figueira Da Foz (1)	24,700	St. Ann (3)	97,500
Gannet (2)	122,000	Sandra & Jean (2)	57,400
Gladys & Mary (2)	97,400	Shannon (1)	22,000
Growler (3)	100,200	Solveig J. (3)	171,000
Harmony (3)	72,700	Stanley B. Butler (3)	162,000
Hope II (2)	60,000	Sunbeam (3)	92,000
Invader (3)	114,500	Susie O. Carver (3)	42,500
Ivanhoe (3)	90,500		
Jacintha (3)	156,900	Theresa & Jean (3)	169,200
Janet Elise (2)	11,000	Tina B. (2)	60,200
J. Henry Smith (3)	12,000	Two Brothers (4)	24,600
Jorgina Silveira (2)	40,000		
Julia DaCruz (2)	52,400	Venture I (4)	117,000
		Victor Johnson (3)	99,000
		Viking (5)	161,300
		Whaler (3)	120,000
		Winifred M. (2)	10,700

Scallop Landings (Lbs.)

Adele K. (3)	33,000	Lauren Fay (2)	22,000
Agda (2)	15,000	Linda & Warren (3)	16,200
Aloha (3)	33,000	Linus S. Eldridge (3)	33,000
Alpar (2)	22,000	Louis A. Thebaud (2)	22,000
Amelia (2)	22,000	Louise (3)	33,000
Antonina (2)	22,000	Lubenray (3)	33,000
Babe Sears (2)	21,300	Malene & Marie (3)	33,000
B. & E. (2)	22,000	Marjorie M. (2)	13,500
Barbara (2)	22,000	Marmax (3)	28,500
Bobby & Harvey (2)	21,200	Martha E. Murley (2)	22,000
Bright Star (1)	11,000	Mary Anne (2)	22,000
Brother Joe (3)	18,000	Mary E. D'Eon (2)	21,500
Camden (3)	33,000	Mary J. Hayes (2)	22,000
Cap'n Bill (2)	14,500	Mary J. Landry (2)	22,000
Caracara (3)	24,000	Monte Carlo (3)	23,600
Carol & Estelle (3)	33,000	Moonlight (3)	33,000
Carolyn & Friscilla (3)	26,500		
Catherine & Mary (1)	11,000	Nancy Jane (3)	33,000
Charles S. Ashley (2)	22,000	Nellie Pet (2)	22,000
Dartmouth (2)	22,000	New Bedford (3)	33,000
Debbie Jo-Ann (1)	11,000	Newfoundland (3)	33,000
Dorothy & Mary (2)	22,000	Noreen (1)	10,000
Eleanor & Elsie (2)	20,200	Pearl Harbor (3)	33,000
Elizabeth N. (3)	33,000	Pelican (2)	22,000
Empress (1)	11,000	Porpoise (3)	33,000
Ethel C. (2)	22,000	Rush (2)	18,000
Eunice-Lillian (3)	33,000	Ruth Moses (2)	22,000
Fairhaven (3)	33,000	Santa Cruz (3)	28,500
Falcon (2)	22,000	Sea Hawk (1)	11,000
Fleetwing (3)	33,000	Sea Ranger (2)	22,000
Janet & Jean (2)	22,000	Smilyn (2)	22,000
Jeannie Ann (2)	14,000	Stella Maris (2)	12,000
Jerry & Jimmy (2)	22,000	Sunapee (1)	11,000
John G. Murley (2)	22,000		
Josephine & Mary (2)	22,000	Ursula M. Norton (2)	22,000
Katherine & Mary (1)	11,000	Vivian Fay (3)	33,000
Kingfisher (3)	33,000		
Laura A. (2)	22,000	Wamsutta (3)	33,000
		William D. Eldridge (3)	33,000
		William H. Killigrew (2)	22,000

Swordfish Landings (No. of Fish)

Dorothy & Mary (1) 2



New Draggers Carry Beetle Fiberglas Lifeboats For Low Upkeep, Durability

Latest of the new draggers to carry Beetle Fiberglas lifeboats is the 90-foot "Edgartown" out of Edgartown, Mass., described elsewhere in this magazine.

In Beetle lifeboats owners find utmost dependability and economy. These boats are molded entirely of one-piece fiberglas. They are *always* ready for instant use—need no swelling, will not leak, crack, rot or rust. Orange color for greatest visibility is molded into deck and hull.

Styrofoam-filled tanks make this boat unsinkable. It is 12'8" long, rated for seven men by Coast Guard formula. It has a built-in water tank and a water-tight compartment.

Write today for complete information and prices.

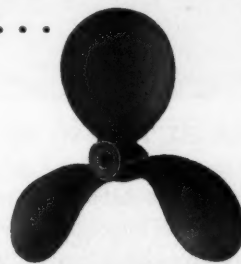
BEETLE BOAT CO., INC.

Ft. of Grinnell St.

New Bedford, Mass.

World's Largest Molders of One-Piece Fiberglas Boats

EXPERT RECONDITIONING ON PROPELLERS OF ALL SIZES . . .



PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.

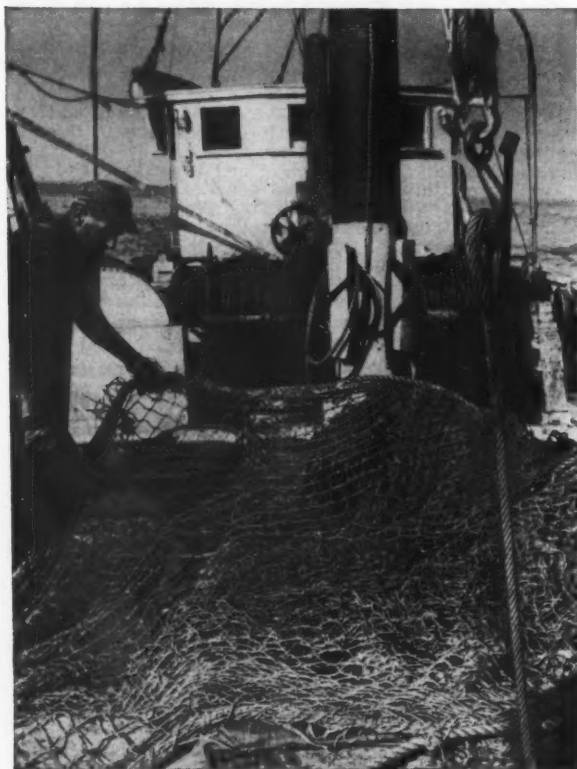
HYDE WINDLASS COMPANY
BATH, MAINE

HYDE PROPELLERS

IT'S A WHALE OF A ROPE!

ROEBLING PREFORMED

SPECIAL GALVANIZED



THIS NEW ROEBLING FISHING ROPE is something to brag about! Its *special galvanizing* gives every inch of every wire a lot more resistance to corrosion. Its *core protection*—the fibre core impregnated with a preservative—wards off excessive absorption; reduces destructive action of salt water, fungi, mildew and dry rot. Its *pre-forming* makes it easier to handle; gives you smooth drum winding; helps prevent kinking and bending.

Next time you order fishing rope, order Roebling's New Preformed Special Galvanized. And for standing rigging and every other service, there's a Roebling wire rope that will give you top dependability and long-run economy. Call your distributor or the nearest Roebling office. They're listed in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, N. J.

ROEBLING 

Subsidiary of The Colorado Fuel and Iron Corporation

NEW YORK

Scallop Landings (Lbs.)

Adele K. (1)	8,000	Miriam A. (2)	21,100
Barbara & Gail (3)	27,000	Muskegon (3)	26,000
Beatrice & Ida (3)	31,000	Norseman (2)	18,500
Brant (2)	20,900	Patricia Ann (3)	20,400
Carol-Jack (2)	21,800	Phyllis J. (3)	26,900
Catharine C. (2)	21,400	Richard Lance (3)	28,900
Clipper (2)	19,500	Rosalie F. (1)	10,600
Enterprise (3)	32,200	Sea Hawk (1)	9,100
Felicia (3)	32,300	S. No. 31 (3)	29,200
Florence B. (3)	31,500	Sunapee (1)	7,900
Malvina B. (3)	25,800		

PORTLAND (Me.)

Agnes & Elizabeth (4)	180,000	Mary H. (2)	22,300
Alice M. Doughty (1)	19,000	Mascot (18)	339,800
Alice M. Doughty II (1)	40,000	Medan (2)	540,000
Andarte (4)	265,000	Nora D. Sawyer (14)	314,300
Bobby & Jack (1)	100,000	Ocean Life (1)	326,000
Cathy & Aldie (14)	278,300	Rebecca II (18)	456,400
Carmela & Louis (1)	1,000	Resolute (3)	108,000
Challenger (17)	458,500	St. George (2)	380,000
Courier (1)	190,000	St. Mary (15)	258,800
Crescent (18)	814,000	St. Michael (11)	154,500
Elinor & Jean (3)	57,000	Serafina (1)	45,000
Gannet (1)	65,000	Theresa R. (1)	130,000
Gulf Stream (2)	462,000	Vagabond (2)	130,000
Lawrence Scola (2)	31,000	Vandal (2)	46,000
Lawson (3)	120,000	Vida E. II (17)	487,700
Marie H. (13)	234,700	Wawenock (2)	510,000
Mary & Helen (15)	365,000		

Scallop Landings (Lbs.)

Empress (1)	11,000	Pocahontas (1)	11,000
Mary & Julia (1)	11,000	Silver Bay (2)	22,000

BOSTON

Acme (7)	54,400	Michigan (3)	443,700
Agatna (2)	133,000	Mother Frances (3)	121,300
Agatha & Patricia (4)	199,800		
Aiponso (3)	16,700	Nancy B. (3)	95,700
Angie & Florence (4)	118,600	Nautilus (2)	136,800
Annie & Lucy (2)	14,600	Notre Dame (4)	228,700
Baby Rose (3)	204,300	Ocean Clipper (4)	254,700
Bonnie (2)	336,300	Ocean Wave (4)	176,700
Bonnie Breaker (2)	252,600	Ohio (3)	339,600
Bonnie Breeze (3)	352,600	Olympia (3)	132,000
Brighton (2)	280,900	Olympia La Rosa (4)	244,700
Buzz & Billy (3)	147,300		
		Pam Ann (3)	264,200
Cambridge (3)	408,000	Phantom (2)	290,300
Carmela Maria (4)	105,600	Princess (2)	54,600
Charlotte G. (2)	50,900		
		Racer (2)	293,000
Doris F. Amoro (1)	38,400	Raymonde (3)	195,800
Flying Cloud (3)	493,200	Red Jacket (2)	325,500
Geraldine & Phyllis (3)	164,900	Roma (5)	56,100
		Rosalie D. Morse (3)	254,200
J. B. Junior (2)	253,100	Rose Mary (4)	103,900
J. B. Junior II (8)	80,100	Rosie (5)	110,200
Joe D'Ambrosio (4)	33,300		
Josephine (2)	12,900	St. Anna (1)	9,000
Josephine F. (2)	22,700	St. Joseph (4)	116,400
Josephine P. II (3)	131,200	St. Peter II (2)	166,700
		St. Victoria (3)	168,200
Lawrence Scola (1)	7,700	San Calogero (1)	20,500
Leonarda (2)	11,000	Santa Maria (4)	200,000
Leonard & Nancy (3)	144,300	Santa Rita (1)	17,000
		Santa Rita II (2)	42,600
Magellan (4)	146,600	Star of the Sea (1)	54,500
Maine (1)	142,800	Sunlight (1)	61,800
Malolo (1)	66,200	Swallow (3)	405,300
Manuel F. Roderick (4)	158,500		
Maria Christina (5)	33,700	Terra Nova (1)	5,000
Maria Del S. (6)	47,900	Texas (3)	349,000
Mary & Jennie (4)	48,000	Thomas D. (4)	217,600
Mary & Joan (3)	223,600	Villanova (3)	158,400
Mary Rose (1)	41,700	Winchester (2)	293,900
M. C. Ballard (3)	244,900	Wisconsin (3)	461,600
Michael G. (7)	113,600	Yankee (1)	11,400

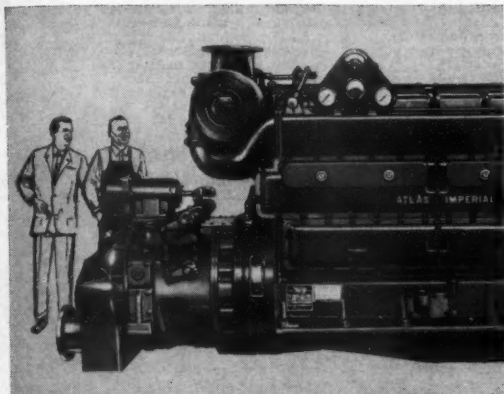
Swordfish Landings (No. of Fish)

Terra Nova	41
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STONINGTON, CONN.

America (13)	34,700	Lisboa (7)	7,800
Avero (7)	6,800	Little Chief (14)	46,700
Bette Ann (18)	38,400	Marise (9)	21,600
Carl J. (1)	2,300	Mary H. (14)	17,300
Carolyn & Gary (17)	46,200	Old Mystic (19)	63,100
Connie M. (17)	31,300	Rita (7)	36,100
Fairweather (14)	43,600	Theresa (3)	11,700
Five Sisters (2)	2,800	William B. (8)	27,300
Irene & Walter (15)	45,200	William D. (6)	14,000
Jane Dore (8)	13,200		

OLD JOE SAYS: "300 H.P. . . and you're always the boss!"



Designed specifically for marine engines from 4 to 1000 H.P.

Whether you're operating a fishing boat or a tug—this Atlas Imperial Diesel Engine, Model 35-S2X-6, with a S-N Air-operated Reverse and Reduction Gear responds instantly to positive position air control. S-N's exclusive spring-loaded cone clutch and double internal gear drive assure effective reversing. Fleet owners and Captains acclaim S-N Gears long life, low-maintenance cost and the full year factory warranty.

S-N continues to build UP to a high standard, NOT DOWN to a price.

Write for New Bulletin A55 or see your nearest S-N Distributor

SNOW-NABSTEDT

Transmission Engineers
FOR NEARLY HALF A CENTURY

"MAKERS OF JOE'S GEARS"

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.



ROCKLAND

Alton A. (4)	211,000	Flo (2)	122,000
Andarte (2)	135,000	Helen Mae (1)	27,000
Arabo (2)	250,000	Helen Mae II (1)	32,000
Calm (2)	590,000	John J. Nagle (1)	165,000
Crest (2)	530,000	Lili (3)	58,300
Dora & Peter (5)	364,000	Little Growler (3)	161,000
Dorothy & Betty II (4)	261,600	Mabel Susan (1)	17,000
Dorothy & Ethel (1)	34,000	Margaret & Jean (2)	76,000
Drift (3)	915,000	Storm (2)	560,000
Elin B. (4)	169,000	Surf (2)	605,000
Ethel (1)	49,000	Vagabond (1)	40,000
Ethel B. (5)	183,900	Wave (2)	590,000

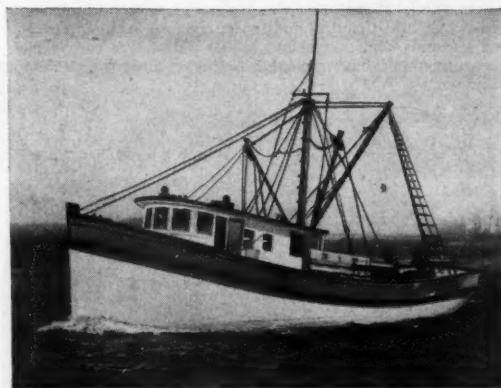
Scallop Landings (Lbs.)

Pocahontas (2)	22,000	Rhode Island (1)	11,000
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SEATTLE

Halibut Landings

Akutan (1)	46,000	New Era (1)	60,000
Alaska (1)	27,000	Nightingale (1)	17,200
Alaska Queen (1)	100,000	Nordic (1)	52,500
Albatross (1)	75,000	Norsel (1)	25,000
Aleutian (1)	47,000	North (1)	56,000
Alma (1)	40,000	Nova (1)	44,000
Arne (1)	38,000	Orbit (2)	28,000
Attu (1)	53,000	Pacific (1)	68,000
Bernice R. (2)	50,400	Pioneer (1)	70,000
Brisk (1)	34,000	Polaris (1)	60,000
California (2)	33,500	Regina (1)	67,000
Celtic (1)	60,000	Republic (1)	45,000
Chelsea (1)	55,000	Resolute (1)	53,000
Christian S. (2)	51,800	Roselene (1)	37,000
Coral (1)	42,000	St. John II (1)	28,000
Dolphin (1)	43,000	Salty (1)	9,800
Eclipse (1)	42,000	Salute (1)	50,000
Estep (1)	39,000	Sanak (1)	50,000
Ethel S. (1)	45,000	Sandra L. (1)	30,000
Eureka (1)	8,500	Seattle (1)	60,000
Evening Star (1)	52,000	Seymour (1)	68,000
Fortress (1)	36,000	Shirley J. (1)	15,700
Forward (1)	12,800	Sonja (2)	64,000
Frya (2)	36,200	Soupin (1)	60,000
Havana (1)	63,000	Swift II (2)	16,800
Haven (1)	16,200	Sylvia (1)	33,500
Ilene (1)	60,000	Tatoosh (1)	12,000
Irene G. (1)	30,000	Thor (1)	56,000
Jeanette F. (1)	34,000	Urania (1)	22,000
Kodiak (1)	63,000	Vivian (1)	50,000
Lady Olga (1)	38,000	Wesley (1)	7,250
Leviathan (1)	27,000	Western (1)	50,000
Lindy (1)	51,000	Western Girl (1)	50,000
Lualda (1)	38,000	Yakutat (1)	50,000
Lucky Star (1)	50,000	Yaquina (1)	32,000
Maddock (1)	18,000	Yukon (1)	13,000
Marilee Ann (1)	32,000	Zenith (1)	55,000
Merit (1)	10,600		



BUY THE BOAT

Built by Master Builders

Designed on the principle that the better the hull the better the haul. Astonishing records for ruggedness and easy handling. Your choice of engine and equipment. Big tank capacities. Complete accessories. Terms. Delivery dates and particulars promptly available from:

MOREHEAD CITY SHIPBUILDING CORP.
Telephone 6-4146
Morehead City, N. C.



MOREHEAD CITY SHIPBUILDING CORP.
Morehead City, North Carolina

Gentlemen: Without obligation on my part tell me more about your Hatteras Trawlers and their special service features.

My Name _____

St. Address _____

City _____ State _____



Gorgeous George during fogging operation.

"As the best buy in marine power, we chose a CHRIS-CRAFT MARINE ENGINE!"

George A. Gieseke—Hollywood, Florida's city engineer—reports: "Value and utility were big factors in building and powering our new 26-ft. Hollywood Harbor Patrol boat, *Gorgeous George*. We chose a Model A, 60 h.p. Chris-Craft Marine Engine for power. It has proved fast enough to enforce canal speed limits; has the power to tow disabled cruisers, and, above all, it's dependable—important for rescue work, insect control and reconnaissance in the undeveloped lowlands, and for general harbor patrol. I'm convinced that we couldn't have picked a better marine engine than a Chris-Craft."

Chris-Craft
Model A, 60 h.p.
Marine Engine



You, too, will find that horsepower for horsepower you can't buy a better marine engine than a Chris-Craft—for smooth, dependable performance, years of hard use at low upkeep. Records prove it!

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Evelyn H. Brown (1)	290,000	St. Francis (6)	141,500
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B. Estelle Burke (1)	11,000	Skilligolee (2)	21,000

Maryland Crabs Becoming More Plentiful

Maryland's 1955 crab famine and high crab prices are as good as over, according to officials of the Tidewater Fisheries Commission and watermen and seafood packers at Crisfield. They all agree that the bottom of the lower Chesapeake Bay is now covered with small crabs. By the middle of August, when these crabs have shed three or four times, there will be an abundance of hard-shell crabs. Meanwhile, of course, soft-shell crabs are expected to become comparably plentiful.

It is the consensus in Crisfield that crab scarcity such as this Spring's would be less likely to occur if there were a strictly enforced law prohibiting Virginia watermen from taking sponge crabs, the egg-bearing females. John P. Tawes, chairman of the Tidewater Fisheries Commission, would like to see Virginia and Maryland cooperate in testing a recommendation made by the Chesapeake Biological Laboratory at Solomons, Md. The biologists have suggested that both States agree to abstain from taking sponge crabs on alternate years for ten years, by the end of which period it should be possible to discern some sort of relationship between crabbing restrictions and the variations of the crab population.

Oyster Shells Being Planted

The Department of Tidewater Fisheries has had planted in various parts of the Chesapeake Bay and its tributaries some 1,600,000 bushels of shells this year, and approximately 400,000 additional bushels of oyster shells were to be planted from Crisfield.

The Department is hoping to obtain about 250,000 bushels more to bring the total shell plantings for 1955 up to 2,250,000. With oyster production exceeding 3,000,000 bushels the past season, it is believed that the goal of the Department soon will be to plant sufficient shells, bushel for bushel, to match production.

Bi-State Fish Problems Discussed

Maryland legislators last month held a discussion with Virginia officials on their mutual fishing problems in Chesapeake Bay and the Potomac River, after seeing in operation their own program to boost oyster production—sowing oyster shells at the rate of 3,500 bushels per hour in Tangier Sound.

John P. Tawes, chairman of the Tidewater Fisheries Commission, told the legislators he hoped the 2¼ million bushels of shells being planted this year, plus oyster seed being put in the water, would yield 4 million bushels of oysters in four years.

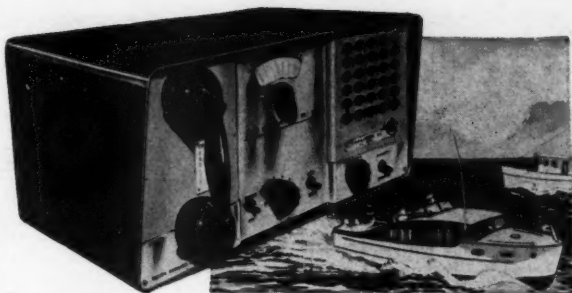
The legislators in Crisfield also visited a seafood processing laboratory opened last year. Dr. Robert Littleford, director, explained its purpose is to seek better and new uses for seafood. This includes new ways of cooking, packaging and marketing.

The members of the Legislative Council met at Colonial Beach, Va., with Charles Lankford, Virginia Commissioner of Fisheries; W. Collins Chilton, a member of the Commission; State Del. W. Tayloe Murphy of Warsaw and State Sen. Robert O. Norris, Jr. of Lively.

Good Catch of Oysters on Planted Shells

Smith's Island people will in about another year have some fine marketable oysters, as there has been a wonderful catch of oysters on about 15,000 bushels of shells planted two years ago on Eastern Point at the mouth of Tyler's Creek and on the north side of the Thoroughfare near Ewell.

The Dept. of Tidewater Fisheries did this planting as an experiment. The grounds on which the shells were planted get the benefit of a swift tide between the Chesapeake Bay and Tangier Sound, and the catch of spat on the shells was one of the best obtained anywhere in the State.



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Power Block Speeds Seine Hauling

(Continued from page 13)

Mr. Puretic reports he was surprised at the great interest his power block stirred in the northern area. In fact, he pointed out, it was the need for a new type gear for net hauling in the southern area which inspired him to develop the block. Puretic conceived the basic idea for the power block in 1953. He drew up plans and specifications in 1954, and in that year built the first model.

The initial trial set was made in December, 1954, on the purse seiner *Anthony M.* The test was an immediate success, and Puretic soon produced a second, more efficient block, lighter in weight. He continued his efforts to improve the model until he developed the present block, now being produced in quantity in the 28" size by Marine Construction and Design Co. of Seattle.

The power block originally was operated only by a rope drive running off the winch niggerhead over the boom to a small V-sheave on side of block. However, hydraulically-powered cast aluminum blocks are now available, using hydraulic hoses which run to the boom and out to the block. This type operates from a Vickers hydraulic pump in the engine room to a Vickers hydraulic motor mounted on side of block. It is claimed that with the hydraulically-powered block, a seiner can haul its net in eight minutes with two less men. The firm also has started making a 35" power block, specifically designed for sardine, herring and tuna. It is said to be the largest power block ever made, and will handle the biggest net yet to be hung. A special power unit, operating through a lightweight aluminum gear reduction box, has been developed for use with the block.

Patent application on the new Puretic Power Block has been made in the United States, Canada and other foreign countries, and granting of the patent by this country is expected shortly. The basic claim for the patent covers an elevated power block to pull in the net, and in addition includes the method of fishing.

Saltonstall-Kennedy Funds

(Continued from page 11)

Florida, to make a biological study of the Florida sponge grounds and the extent and density of the sponge population supporting the industry which operated in extra-territorial waters. An epidemic wasting disease has twice (1938-39 and 1948-49) seriously reduced the quantity of marketable sponges.

The Alaska Department of Fisheries will have \$25,000 for a one-year study of the effect of predation on the mortality of Alaska salmon in their stream and ocean environments. Voracious fishes, birds, and marine mammals are known to destroy large quantities of salmon.

A sum of \$70,000 will be used for the purchase and outfitting of a gear research vessel to replace the *Pompano* at Coral Gables, Fla. Such a vessel is needed to conduct experiments with new and improved types of fishing gear, underwater television, electronic devices, and other methods of locating and catching fish designed to increase the efficiency of commercial fishermen.

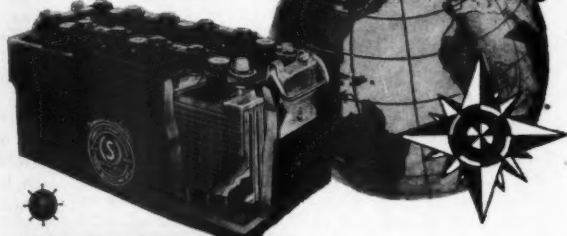
Marketing Studies and Voluntary Standards

A \$50,000 contract with Oregon State College at Corvallis, for 18 months, will cover a study of the economics of fish distribution on the Pacific Coast to determine: (1) consumption and prices of different varieties of fish in the major Pacific Coast consuming centers; and (2) the market potential for fish in the Pacific Coast States.

A contract for \$24,950 has been signed for a study of the marketing of fishery products in Philadelphia, Cleveland, St. Louis, Detroit, Baltimore, Atlanta, Minneapolis-St. Paul, and Houston, to determine local consumption. The study is expected to provide background for the orderly expansion of market news, statistics, and economic coverage.

(Continued on next page)

World's BEST Marine Battery



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Surrrette Storage Battery Company, Inc., Jefferson Avenue, Salem, Mass.

A sum of \$12,000 has been allocated to make an educational and training film showing the application of voluntary Federal standards and conditions to the inspection and grading of fish and fishery products. A contract for \$14,898 has been signed with the University of Massachusetts, at Amherst, for a study of the principal characteristics of breaded shrimp as now commercially packed. A contract for \$6,000 has been negotiated with the University of Florida, at Gainesville, for the development of grades and standards for natural sponges to aid in the marketing of this product. A \$10,000 contract with the California Fish & Game Commission covers a study for improvement in methods of freezing skipjack tuna at sea.

Another contract is pending for \$16,500, covering a study of the modification of fish oils by chemical treatment and the testing of these products for applications in such industrial products as coatings, waterproofings, and improved surface finishes. Other standards work so far undertaken is being financed with allocations of about \$100,000.

A total of \$24,000 has been earmarked for the replacement of the Fish and Wildlife Service's educational motion picture prints. Heavy circulation of these Service-supervised productions has caused such deterioration that it is necessary to replace many of them.

A sum of \$10,000 has been set aside for preparation of a group of fishery educational exhibits for use at national conventions, while \$13,000 has been allocated for the preparation of an educational motion picture on nutritive values of fishery products.

The National Academy of Sciences in Washington, D. C. will have \$15,000 for publication of a much-needed volume on fishery biology which will contain in easily referenced tabular form data already collected on certain species for such items as chemical composition, temperature tolerances, salinity preferences and tolerances, breeding habits, average life spans, and mortality rates.

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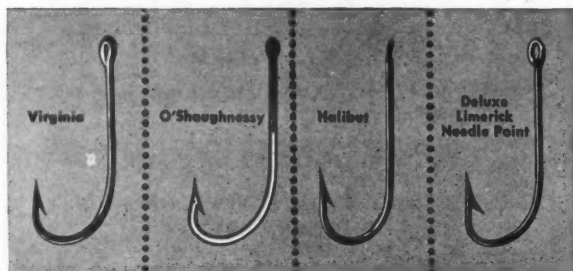
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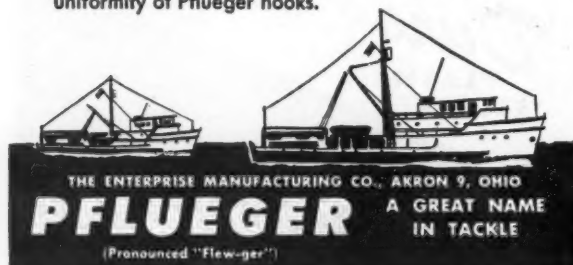
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Massachusetts Finds Offshore Lobsters Thrive Locally

Francis W. Sargent, Director of the Division of Marine Fisheries, has announced that forty large, deep-water lobsters weighing from 3 to 15 pounds were planted off Scituate and tagged with serially-numbered metal tags to study any possible migratory patterns. The large offshore lobsters were brought into East Boston by the Fish & Wildlife Service research trawler *Delaware* from waters 2,000 ft. deep, several hundred miles from shore. This is part of a joint State-Federal project which has been going on for several months to learn more about offshore lobster populations with an eye to increasing the stock of lobsters in Massachusetts coastal waters.

Sargent, who just returned from a trip aboard the *Delaware*, stated that both male and female lobsters of many different sizes were caught in the trawl net from these great depths offshore, which seems to indicate that an entire stock of lobsters hitherto unknown and undisturbed by mankind exists over the edge of the Continental Shelf.

A variety of tests have been conducted with these deep-water crustaceans, and it has been determined that not only will the offshore lobsters thrive in local waters, but also egg-bearing females from these great depths will produce quantities of vigorous young in captivity. These offshore lobsters have served as parents to a substantial proportion of the baby lobsters reared at the Martha's Vineyard station.

Sargent also disclosed that 25,000 tiny, baby lobsters scarcely an inch long were released in the coastal waters of Cohasset and Scituate on July 6. So far this season, 100,000 of these baby lobsters have been liberated off the Massachusetts shore for the benefit of the Bay State lobster fishermen.

"San Antonio II" Repowered

The *San Antonio II*, owned by Biagio DiGiralmo of Boston, has been repowered by a 120 hp., 1600 rpm., Model HRM-600 Cummins Diesel, with Snow-Nabstedt 3:1 reduction gear.

Wants all Salt-Water Fishermen Licensed

Francis W. Sargent, Director of the Massachusetts Division of Marine Fisheries, has expressed the opinion that all persons engaged in the State's ocean fishery, whether earning their livelihood by this means or enjoying the recreational benefits thereof, should be licensed for the purpose of supporting a "forward-looking program to increase, yet protect, the harvest of the sea." He added that the general taxpayer hardly can be expected to provide substantially increased funds for fishery research and enforcement.

Mr. Sargent commented: "To manage any fishery so as to permit maximum yield on a long-term basis requires a fund of accurate knowledge, which unfortunately is lacking even concerning the most common salt water fishes of both commercial and recreational importance. He disclosed that now at the peak of the Summer vacation season he is being deluged with conflicting demands for restrictive regulations regarding every phase of the coastal fishery—demands to halt all trawling and seining in coastal waters—demands to permit trawling and seining in restricted waters—demands to halt the sale of striped bass—demands to prohibit catching fish and lobsters with underwater diving apparatus, etc.

"All too often," Sargent stated, "pressure groups have caused regulations to be adopted hastily without basic knowledge of the species to be regulated, without any planned course of determining accurately whether or not that regulation is actually accomplishing the desired purpose—either for the regulated species or other species which likewise might be affected by restrictive measures."

Georgia Firm Producing Frozen Shrimp Sticks

The Trade Winds Co. of Thunderbolt has announced the addition of two new lines—frozen shrimp sticks as well as frozen fish sticks. William Mullis, president, said the idea for the sticks started about two months ago, when a great many small shrimp, too small to be packaged with the regular breaded shrimp, showed up in the catches.

The shrimp sticks are prepared on a machine that peels the shrimp completely and removes the vein. Then they are frozen in seven-pound blocks and sawed up into the stick shape. While still frozen, they are dipped into egg batter and meal. The plant uses about 17 to 20 million pounds of fish and shrimp, principally shrimp, each year.

Altamaha Sound Closed to Shrimping

David Gould of the State Game & Fish Commission on July 23 closed the Altamaha Sound to commercial shrimp fishing until further notice. The Commission official explained that the State directs closing of those waters where shrimp run more than 55 to the pound.

Colter Shrimp Plant Changes Management

M. A. Ries, New York frozen foods distributor, announced recently that he has purchased the interest of the Colter Corp. in its shrimp plant at Brunswick, and will undertake immediate expansion. The plant, rated probably the biggest shrimp processor on the Atlantic Coast, again has been named the Jekyll Island Packing Co., Inc., its name when Colter took over about two years ago. A. L. Greene of Brunswick is to manage the plant.

Freezing capacity will be almost doubled totalling 65,000 lbs. The new freezing capacity will require construction of an addition to the building over most of the dock area. This will serve as a frozen storage room with 70,000 lbs. capacity.

The plant will continue to employ between 400 and 500 persons when producing. It processes only shrimp, unlike other seafood plants in Brunswick.

Laboratory on Full-time Basis

A full-time staff of three operates the University of Georgia marine biology laboratory on Sapelo Island. The laboratory is now in its second year and the staff includes a marine biologist-hydrographer, a marine biologist and a micro-biologist.

The laboratory facilities have been enlarged to include a sea-water system, an aquaria in sea water, an air-conditioned instrument room, a refrigerated room, a rather complete chemistry and micro-biology laboratory and rooms for experimental setups. The program is devoted to study of biological productivity in the Island's environment.

Ask Ban on Skin Diver Lobstering

Skin divers are furnishing too much competition for lobstermen along New Hampshire's coastline these days. They've been invading the territory of the lobster fishermen to such an extent that an amendment was tacked onto House Bill No. 450—by a conference committee—which bans the taking of lobsters by "diving, spearing or dipping."

One fish and game expert in the House said there was some reason to believe that the lobster-loving skin divers were "even picking them out of the lobster pots at the bottom of the ocean."

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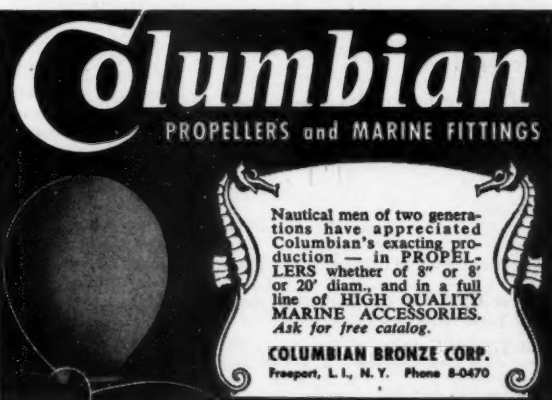
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Ingersoll-Rand, 11 Broadway, N. Y. 4, N. Y.

ANCHORS

Danforth Anchors, 2121 Allston Way, Berkeley, Calif.

Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES

Bowers Battery & Spark Plug Co., Reading, Pa.

Crescent Battery & Light Co., Inc., 819 Magazine St., New Orleans 12, La.

Exide Industrial Division—The Electric Storage Battery Co., 42 South 15th Street, Philadelphia 2, Pa.

Surrette Storage Battery Co., Salem, Mass.

Willard Storage Battery Co., 246 East 131 St., Cleveland 1, Ohio.

BOOTS

United States Rubber Co., Rockefeller Center, New York, N. Y.

CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLOTHING

The H. M. Sawyer & Son Co., Cambridge, Mass.

A. J. Tower Co., 24 Simmons St., Boston, Mass.

United States Rubber Co., Rockefeller Center, New York, N. Y.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

John E. Hand & Sons Co., Atlantic & Washington Avenues, Haddonfield, N. J.

Marine Compass Co., Pembroke, Mass.

E. S. Ritchie & Sons Inc., Pembroke, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

CORDAGE

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

Cating Rope Works, Inc., Maspeth, N. Y.

Columbian Rope Co., Auburn, N. Y.

The Edwin H. Fidler Co., Philadelphia 24, Pa.

New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

Plymouth Cordage Co., Plymouth, Mass.

Tubbs Cordage Co., San Francisco, Calif.

Wall Rope Works, Inc., 48 South St., New York 5, N. Y.

COUPLINGS

Morse Chain Co., 7601 Central Ave., Detroit 10, Mich.

DEPTH SOUNDERS

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Edo Corporation, College Point, L. I., N. Y.

Kaer Engineering Corp., Palo Alto, Calif.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

DIRECTION FINDERS

Bludworth Marine, 92 Gold St., N. Y. 7, N. Y.

Kaer Engineering Corp., Palo Alto, Calif.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

ELECTRIC GENERATING PLANTS

D. W. Onan & Sons, Inc., University Ave., S.E. at 25th, Minneapolis 14, Minn.

ENGINES—Diesel

The Buda Co., 154th and Commercial Ave., Harvey, Ill.

Caterpillar Tractor Co., Peoria, Ill.

Cooper-Bessemer Corp., Mount Vernon, O.

Cummins Engine Co., Columbus, Ind.

Detroit Diesel Engine Div., General Motors Corp., Series 51, 71 and 110 Marine Diesels, 13400 W. Outer Drive, Detroit 28, Mich.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

P&H Diesel Engine Division Harnischfeger Corp., 500 S. Main Street, Crystal Lake, Illinois.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

Perkins-Milton Co., Inc., 376 Dorchester Ave., South Boston 27, Mass.

Red Wing Motor & Mfg. Co., Red Wing, Minn.

Scripps Motor Co., 255 Vinewood St., Detroit 16, Mich.

White Diesel Engine Division, White Motor Co., Springfield, Ohio.

Wolverine Motors Works Inc., 1 Union Ave., Bridgeport, Conn.

ENGINES—Gasoline

Chris-Craft, Marine Engine Div., Algonac, Mich.

Chrysler Corp., 12211 East Jefferson, Detroit, Mich.

Ford Marined Engines, 3627 N. Lawrence St., Philadelphia 40-AF, Penna.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

Red Wing Motor & Mfg. Co., Red Wing, Minn.

Scripps Motor Co., 255 Vinewood St., Detroit 16, Mich.

ENGINES—Outboard

Evinrude Motors, 4670 N. 27 St., Milwaukee 16, Wis.

Johnson Motors, 6300 Pershing Rd., Waukegan, Ill.

FISHING GEAR

The Harris Co., Portland, Me.

Marine Construction and Design Co., 2300 Commodore Way, Seattle 99, Wash.

Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FLOATS

Dale Plastics Corp., 5736 12th St., Detroit 8, Mich.

J. H. Shepherd Son & Co., Elyria, Ohio.

B. F. Goodrich Sponge Products Division, Shelton, Conn.

GENERATING SETS

The Buda Co., 154th and Commercial Ave., Harvey, Ill.

Detroit Diesel Engine Div., General Motors Corp., Series 51, 71 and 110 Marine Diesels, 13400 W. Outer Drive, Detroit 28, Mich.

GENERATORS

The Safety Car Heating & Lighting Co., Inc., Box 904, New Haven 4, Conn.

HOOBS

O. Mustad & Son, Oslo, Norway.

"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

INSULATION

"Styrofoam" (Expanded Dow Polystyrene): The Dow Chemical Co., Midland, Mich.

LIFE BOATS

Beetle Boat Co., Inc., Ft. Grinnell St., New Bedford, Mass.

LORAN

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

MOTOR GENERATORS

The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

NETS

Adams Net & Twine Division, The Linen Thread Co., Inc., 701 N. 2nd St., St. Louis, Mo.

W. A. Augur, Inc., 35 Fulton St., New York.

Ederer Division, The Linen Thread Co., Inc., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Joseph F. Shea, Inc., East Haddam, Conn.

A. M. Starr Net Co., 10 Summit Street, East Hampton, Conn.

Western Net Shop, Freeport, Texas.

OIL—Lubricating

Esso Standard Oil Co., 15 West 51st St., New York 19, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Shell Oil Co., 50 West 50th St., New York 20, N. Y.

Socony Mobil Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

Standard Oil Co. of California, Standard Oil Bldg., San Francisco, Calif.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

International Paint Co., Inc., 21 West St., New York, N. Y.

George Kirby Jr. Paint Co., 14 Wall St., New Bedford, Mass.

Pettit Paint Co., Belleville, N. J.

Pittsburgh Plate Glass Co., Pittsburgh, Pa.

Tarr & Wonsan Ltd., Gloucester, Mass.

C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., New York 17, N. Y.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

Hyde Windlass Co., Bath, Maine.

Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

The American Brass Co., Waterbury 20, Conn.

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

RADAR

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RADIO TELEPHONES

Applied Electronics Co., Inc., 1246 Folsom St., San Francisco, Calif.

Bludworth Marine, 92 Gold St., New York 38, N. Y.
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Kaar Engineering Corp., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RANGES—Galley

Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.
The Marine Mfg. & Supply Co., 34 New Street, New Brunswick, N. J.

REDUCTION GEARS

Snow-Nabstedt Gear Corp., Welton St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

REVERSE GEAR SHIFTER

Cleveland Aero Products, Inc., 113 St. Clair Ave., N.E., Cleveland 14, Ohio.

RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

SEAM COMPOUNDS

L. W. Ferdinand & Co., Inc., Mica Lane, Newton Lower Falls 62, Mass.

SEARCHLIGHTS

Portable Light Co., Inc., 216 William St., New York 7, N. Y.

SHIPBUILDERS

Blount Marine Corp., Warren, Rhode Island.
Conrad Industries, Morgan City, La.
Diesel Engine Sales Inc., St. Augustine, Fla.
Harvey F. Gamage, So. Bristol, Maine.
Morehead City Shipbuilding Corp., Morehead City, N. C.
Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

SILENCERS

The Maxim Silencer Co., 126 Homestead Ave., Hartford 1, Conn.

STEERING GEAR

The Edson Corp., 141 Front St., New Bedford, Mass.
Metal Marine Pilot, 342 Golden Gate Ave., Tacoma, Wash.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
Byron Jackson Co., PB Division, Box 2493, Terminal Annex, Los Angeles 54, Calif.

VALVES

Fabri-Valve Co. of America, 2100 No. Albina Ave., Portland 12, Ore.

V-BELTS

Flexible Steel Lacing Co., 4683 Lexington St., Chicago 44, Ill.

VOLTAGE REGULATORS

The Safety Car Heating & Lighting Co., Inc., Box 904, New Haven 4, Conn.

WINCHES

Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.
Hathaway Machinery Co., Inc., New Bedford, Mass.
New England Trawler Equipment Co., 300 Eastern Ave., Chelsea 50, Mass.
Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.
John A. Roebling's Sons Co., Trenton 2, N. J.
Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

FOREIGN BAILINGS

ANGLO-SOVIET FISHING PACT, which for 25 years permitted British trawlers to fish within 3 instead of 12 miles of Soviet coasts, has been ended. Diplomatic quarters in London believe Russia's decision against renewing the pact was dictated by their stand in current Soviet-Japanese peace treaty talks where Japan is pressing for reduction in Soviet 12-mile limit of territorial waters.

IMPORTED PAKISTAN SHRIMP (frozen) were due in Jersey City, N. J., July 25, with shipments from that country expected to reach 50,000 lbs. a month by October. The Pakistan shrimp, caught in coastal waters long regarded as world's richest unexplored fishing grounds, average 20 to the pound and are said to be of prime quality.

Negotiations are under way to have a Japanese fishing fleet handle catches for the Pakistan freezing plant, which also will pack turtle meat, frogs' legs and red snappers.

CANNED TUNA FROM SPAIN may be coming into United States during next few months. Spanish tuna catches now greatly exceed domestic needs, and according to a local fish canner, could be increased a good deal more if a larger market were assured. This canner believes that "exports to United States could reach 6,000 to 8,000 tons a year."

AUSTRALIAN SPINY LOBSTERS were shipped to United States recently for first time. The shipment consisted of 56,000 lbs. of cooked whole spiny lobster from Fremantle, Australia. The Fishermen's Cooperative in that area is trying to develop market for this type of product on United States West Coast.

JAPANESE ALBACORE EXPORTS (frozen) to United States for period August 1 to November 30, have been set at 5,000 metric tons by Japanese Cooperative Sales Association. This makes probable total maximum sales from June 1-November 30 approximately 16,000 tons, as compared with 16,005 tons approved by Japan for export during same period in 1954. Orders for frozen Japanese albacore tuna from United States fell off during mid-July, presumably because of beginning of United States albacore fishing season.

FISH IMPORTED BY CANADA are required to have label bearing following information: (1) kind, grade and weight of fish; (2) name and country of origin; (3) name and address of packer. For purposes of administration, Canadian Department of Fisheries has ruled that, on labels of fish sticks and other processed fish, vernacular name of fish and minimum net weight of contents be in lettering not less than 3/16" in height on main body of label.

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CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. National Fisherman, Goffstown, N. H.

FOR SALE

Cruisers, draggers, auxiliaries—all types and sizes. If you are in the market for anything in that line, please write us—no inquiry too small to merit attention. KNOX MARINE EXCHANGE, INC., CAMDEN, MAINE.

ENGINES FOR SALE

Fully rebuilt 90 hp. and guaranteed gasoline marine engines, \$495.00. Write for bargain list. Osco Motors Corp., Philadelphia 40-AF, Penna.

OYSTER BOAT FOR SALE

Oyster dredge boat *I. E. Brown*, 80' x 22'2", draft 8'. Capacity 2000 bu. Powered by a 210 hp. 6-cylinder direct reversing Wolverine Diesel. Can be used as a lighter. Quick sale. F. F. Brown & Son, 494 Quinipiac Ave., New Haven 13, Conn.

DRAGGER "VAGABOND" FOR SALE

Eastern type, built 1948, 64' long, 17' beam, 10' draft. Ices 60,000 lbs. fish, 265 hp. Hendy Diesel, Hathaway deck gear, Bendix fathometer, direction finder, Loran, radio-telephone. Ruggedly built, now fishing. Reasonable. Harold B. Essington, 24 W. Park Ave., Pleasantville, New Jersey. Tel. 2133.

DRAGGER FOR SALE

Dragger *Endeavor*, Eastern rigged, ices 45,000 lbs., length 60', beam 16'4", draft 8'6", 1879 Buda engine, Hathaway winch, Raytheon Fathometer, direction finder, Loran, Ray Jefferson telephone, fully equipped. All in first class condition. Now fishing. Write "Endeavor", Barnegat Light, New Jersey.

DRAGGER "SERINA T." FOR SALE

40 x 13 x 5 draft, 165 hp. G. M. Diesel. Motor and all equipment like new. John Rodin, 412 Hoyt Ave., Staten Island 1, N. Y. Tel. (Staten Island) Saint George 7-8395.

"BABY 2nd" FOR SALE

Boat *Baby 2nd*, Eastern rig, 64 ft. by 16 by 8 draft. Powered with 187 hp. Hercules engine. New engine overhaul just completed. Fathometer, radiotelephone and direction finder. Good strong, heavy boat. Capt. Aldo Bacchiocchi, Pearl St., Noank, Conn.

ENGINES FOR SALE

Wolverine Diesel marine engine, surplus new, 275 hp. at 400 rpm., 9 1/4 x 14, direct drive, direct reversing, raw water cooled, air starting, complete with oil purifier and muffler. \$7,000.00 f.o.b. Miami.

Caterpillar Model D13000 marine engine. Equipped with a Twin Disc MG-200, 1.96:1 reduction and reverse gear. Twin Disc front power take-off, 32-volt starter and 32-volt generator, standard Caterpillar gasoline starting engine, heat exchanger, raw water pump. \$4,000.00 f.o.b. Miami. Benjamin and Jay Corp., 3618 N. W. No. River Drive, Miami 42, Fla.

DRAGGER FOR SALE

77' x 18' x 12' dragger, heavily built, Maine 1944. Fully equipped, rigged both sides, whaleback. New G.M., Model 110 Diesel just installed. 9 knots. Iced fish capacity over 100,000 lbs. Vessel easily rigged for scalloping. \$50,000, or reasonable offer. Edwin B. Athearn, Box 727, Woods Hole, Mass. Tel. Falmouth, Mass. 2074.

THE HARRIS COMPANY

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Specializing in Fishing Boat Supplies

Marine Hardware — Dragging Equipment
Electronics — Fuel — Groceries

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ALL TYPES OF FROZEN SEAFOOD

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Large stock of engines and parts, 71 series marine and industrial.

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TELEPHONE 3097

DRAGGER WANTED

Wanted, a 50 to 60 ft. dragger. State how old and condition of dragger, what kind of engine and your price. Address information to Box 54, NATIONAL FISHERMAN, Goffstown, N. H.

DRAGGER FOR SALE

Dorothy and Betty II, 62' x 16.8', draft 8', 275 hp. General Motors Diesel, Kaar telephone and direction finder. RCA Fischlupe (leased), Raytheon Fathometer. All in first class condition. Elmer Gross, Stonington, Me. Telephone Forest 7-2367.

STEEL FISH BOAT FOR SALE

All steel fish boat 42 ft. long, 13 ft. wide, fully equipped and in perfect condition. Built by Burger Boat Co., Manitowoc, Wis., with air-lifter, 4-cylinder 70 hp. Kahlenberg engine 7 years old, also chub nets, priced to sell. Walter Meyer, Route 1, Two Rivers, Wis. Phone 106 F 23, Two Rivers, Wis.

WESTERBEKE FISHING GEAR CO., INC.

Grimsby Trawls
Wesco Cod-end Protectors
Wire and Manila ropes

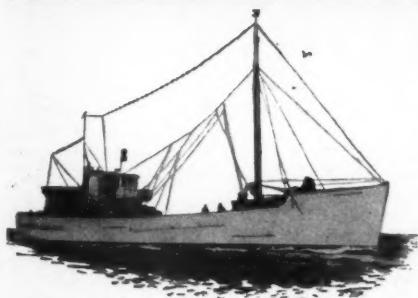
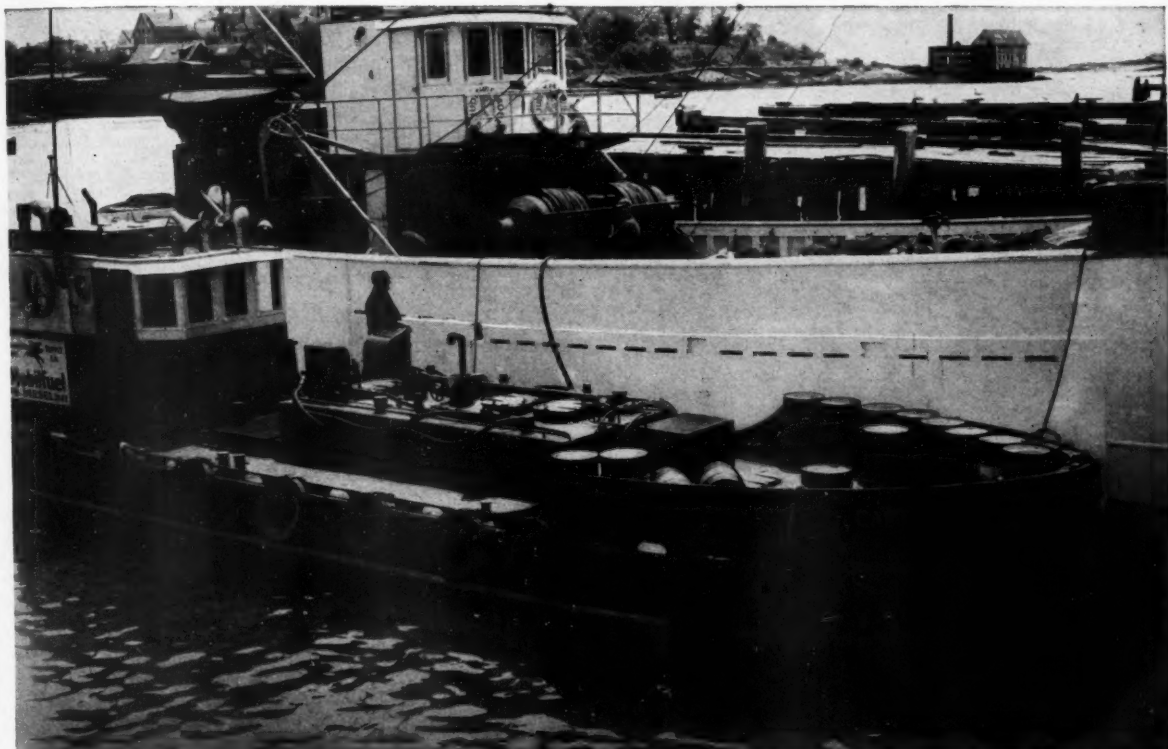
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Danforth Anchors
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He covers the waterfront

TO KEEP THE GLOUCESTER FLEET ON THE GO!



One of Capt. Dave's best customers, the 117' dragger "Judith Lee Rose," owned by Capt. Frank Rose, protects her 550-hp. Enterprise Diesel and auxiliaries with Mobil Marine products.

MEET Capt. Dave Maranhas of the Gloucester Oil & Supply Co. If you ever operated a seiner, gillnetter, dragger or trawler in Gloucester, chances are you already know him well. He's a former fishing skipper turned oil man. But he's still got a deck under his feet.

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For twenty-five years Capt. Dave has supplied Gloucester fishermen with top-quality fuel and oil...assuring them dependable performance, time-saving service when they need it most. Here's another example of why it pays to deal at the Sign of the Flying Red Horse.



Mobil Marine Service

SOCONY MOBIL OIL COMPANY, INC., and Affiliates: MAGNOLIA PETROLEUM COMPANY, GENERAL PETROLEUM CORPORATION

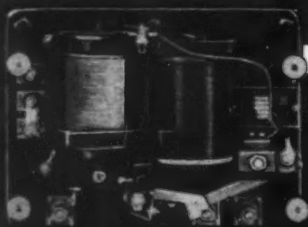
"Safety" MARINE EQUIPMENT

used on New Class of Tow Boats...

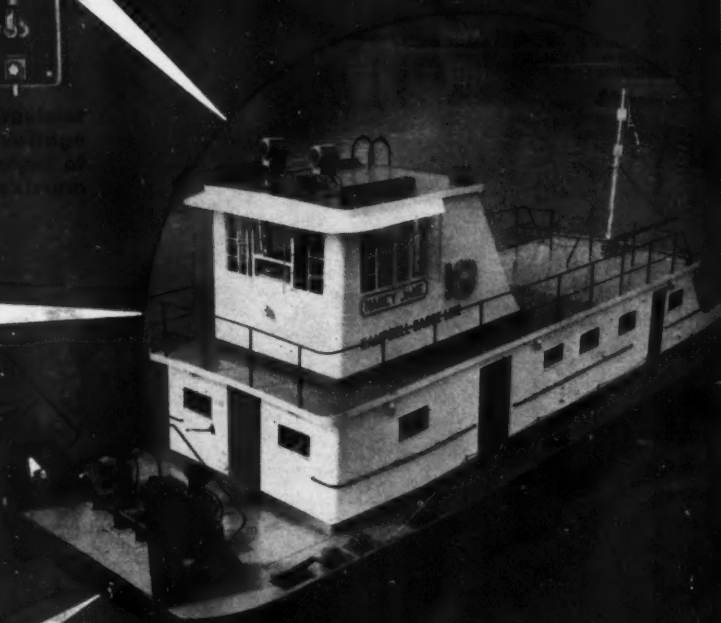
Eight rugged 8000 class towboats built by the Great Lakes Shipbuilding Corp. for service on inland waterways are equipped with "Safety" electrical equipment. The "Nancy Jane," one of these towboats, is illustrated below.



A "Safety" electrical control panel is installed in each towboat to centrally control and monitor all electrical equipment.

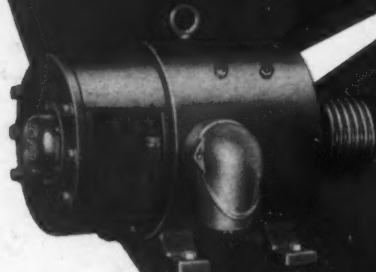


A "Safety" motor alternator provides a constant dependable source of power.



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MARINE DIVISION

NEW HAVEN, CONN.

Other "Safety" Marine Products not illustrated include "Safety" lamp housings which protect sensitive electrical equipment aboard ship, "Safety" motor alternators from 300 watts and "Safety" Motor Alternators from 300 watts.

